

U. S. Department of  
Agriculture.

# THE TEAM OWNERS REVIEW

JULY, 1913.

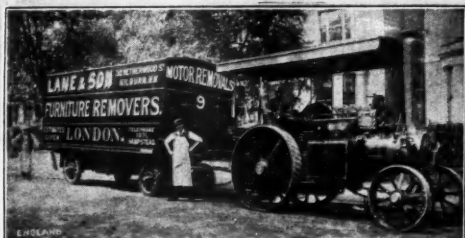
VOL. XII., NO. 7



Work-Horse  
Parades in  
Boston and  
New York;  
Largest  
Ever  
Held.



National  
Team  
Owners'  
Association  
Convention,  
Minneapolis,  
July 7-9.



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1461 Monadnock Bldg.

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Boston, Mass.,  
79 Portland Street.

THE TEAM OWNERS REVIEW



DIAMOND HORSE SHOES

# Diamond Calks

TOOLS AND HORSE SHOES  
THE OLDEST THREADLESS MADE

**DIAMOND CALKS** are so made that the shanks fit perfectly in the holes, and from the time they are first placed in the shoe they remain securely in their place until lifted out by the extracting wrench and a new calk or a set of calks inserted.

**DIAMOND CALKS** call for the minimum of labor in inserting or extracting them from the holes in shoes. No broken knuckles when using these calks.

**DIAMOND CALKS** have no threads—they fit tightly and stay tight—no lost calks. No lost time when using them. When once adopted the horse owner wants no other. Give them a trial and be convinced.

**DIAMOND CALKS** are scientifically tempered, and are made of specially designed tooled steel to meet the most extreme demands and provide for the severest tests that may be given them.

They are absolutely reliable under the most treacherous winter conditions. They give the horse secure footing on icy pavements, and will **POSITIVELY OUTWEAR** any other calk on the market.

## DIRECTIONS FOR USING DIAMOND CALKS AND SHOES

**FIRST**—Fit shoes same as any other common shoes and let them cool.

**SECOND**—Oil and drive punch in calk hole till shoulder on punch strikes the shoe.

**THIRD**—Nail on shoe and clinch.

**FOURTH**—Drive calks in with a small anvil hammer and hold a clinch block under heel of shoe while setting the heel calks. Two or three blows on each calk is plenty. Don't attempt to drive calks in too deep.

**TO REMOVE**—Drive extractor under the blade.

Send for our beautiful Art Calendar—Mailed Free on Request!

**Diamond Calk Horse Shoe Co.**  
DULUTH, MINNESOTA.

PLEASE MENTION THE TEAM OWNERS' REVIEW, WHEN WRITING TO ADVERTISERS.



**SPECIAL Convention Number of the TEAM OWNERS REVIEW, next month, will go to every teaming and trucking company in the United States. Watch for it.**

# TEAM OWNERS REVIEW

Entered as Second-Class Matter in the Pittsburgh Post Office.

Volume XII.

PITTSBURGH, PA., JULY, 1913.

NO. 7.

## Haledictory

To My Friends of Many Years' Standing in the Teaming Fraternity:

**B**EGINNING with this issue, the controlling interest in the **TEAM OWNERS REVIEW** passes from me into other hands, the majority stock in the CONSOLIDATED PUBLISHING COMPANY having been purchased by L. L. CARSON, of Pittsburgh, associated with WALTER A. YOUNG, who already is well known to many of you through his previous connection with the paper.

Increasing duties and responsibilities in other fields make it impossible for me longer to give the paper the attention that it deserves, and that its supporters and friends have a right to expect. At this juncture, I am heartily glad circumstances enable me to pass the work on to unusually competent hands.

I have known for many years the men who have relieved me, at my own suggestion, of the burden of guiding the fortunes of the **TEAM OWNERS REVIEW**. I know them worthy of the task. I bespeak for them the splendid co-operation and support you have always given me.

ERNEST H. HEINRICHS, Founder.

## Salutatory

To the Teaming and Trucking Interests of the Country:

**T**HIS is an age of centralization of isolated business enterprises. The joining of the fortunes of the **TEAM OWNERS REVIEW** with a group of highly developed trade publications representing a half dozen separate lines of industrial endeavor will, I believe, give the teaming and trucking industry of the United States an increasingly efficient organ in the years to come—an organ that will merit the support we purpose winning.

Mechanical facilities for getting out a perfect paper will be increased; the power of the publication as an organ will be extended; opportunities for broadening the scope of its usefulness will be developed.

The new management will aim to maintain always the highest traditions of the Teaming fraternity. The **TEAM OWNERS REVIEW** pledges itself to continue untrammelled, the creature of no selfish interest, a journal free from fads, and deaf to evil dictation.

L. L. CARSON, President.

## Foreword

To Our Readers and Supporters, Present and Prospective:

**M**R. HEINRICHS' well-known progressive policies, his qualities of fairness and his tireless ambition for the better organization of the teaming interests, furnish the chief inspiration in outlining the editorial attitude of the **TEAM OWNERS REVIEW** under the new regime.

The sound principles on which this paper was builded will stand unchanged. We hope for a gradual broadening of scope—in other words, that the **TEAM OWNERS REVIEW** may lead in the march of the industry it represents.

The dominant note we would sound is Organization and Efficiency—Organization first, because Efficiency is more quickly and easily attained thereby.

Mr. HEINRICHS had high aims for the **TEAM OWNERS REVIEW**. He has confided them to us. It shall be our earnest endeavor to carry them forward to fruition.

WILL R. McCORD, Editor.

## THE TEAM OWNERS REVIEW

PUBLISHED ONCE A MONTH

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THE CONSOLIDATED PUBLISHING COMPANY, Inc.

L. L. CARSON	PRESIDENT
WALTER A. YOUNG	VICE PRESIDENT
S. ZINSMEISTER	SECRETARY
W. D. QUIMBY	New England Representative
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### TERMS OF SUBSCRIPTION.

In the United States or Dominion of Canada, \$1.00 per year, which is payable in advance.  
To Foreign Countries, \$1.50 per year.

**R**EAD carefully President Goldberg's message on next page, Mr. Delegate, before you start for the convention, and be prepared to act accordingly.

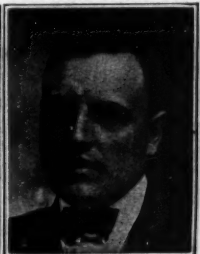
**O**N READING the alluring propositions by the two Chicago associations to give the delegates a good time en route, we kind a' wish the two trips from Chicago to Minneapolis had been scheduled 24 hours apart; then we should



E. H. HEINRICHS,  
Founder.



L. L. CARSON,  
President.



W. A. YOUNG,  
V. Pres-Adv. Mgr.

have taken in the first and hustled back from Minneapolis to Chicago in time to be in on the second.

**N**ATIONAL OFFICERS must have had a hunch as to the seductiveness of Minneapolis hospitality, when they requested "no entertainment for delegates during the hours the convention is in business session."

**A**LL ABOARD!  
Pop! Fiz-z-z! \* \* \* "Hail, hail, the gang's all —"

## Program for the National Team Owners' Convention

Minneapolis, Minn., July 7-9, 1913.

### Last Call From the National Association.

St. Louis, Mo., June 19, 1913.

#### TO LOCAL PRESIDENTS, SECRETARIES AND BOARD MEMBERS :

**Gentlemen:**—LAST CALL for the greatest gathering of Team Owners ever assembled in Convention. DON'T overlook the date, JULY 7, 8, 9, 1913. PLACE, Minneapolis, Minn.

Have you sent in your list of Delegates and Alternates? Have you notified W. M. Babcock, Chairman of the Entertainment Committee, No. 610 Temple Court, Minneapolis, Minn., how many will be in your party? If not, DO SO AT ONCE, as this is very important and complete arrangements cannot be made without this information.

Don't forget to prepare questions for the question box. Have your members at home prepare questions, which will be answered on the floor of the Convention and spread throughout this country by the "Team Owners' Review," the official organ of our trade.

From the interest displayed by the various localities this gathering will be second to none, being due largely to the selection of the Beautiful City of Minneapolis as the meeting place, and the numerous points of interest to be brought before this Convention. So don't miss this GOLDEN OPPORTUNITY, get in line for the BIG SHOW and cut out the grouch. Come On and Lift and the success of the Convention will be assured. Your efforts will be highly appreciated by

Yours truly,

NATIONAL TEAM OWNERS' ASSOCIATION.

ISAAC GOLDBERG, President.

FRANK F. TIRRE, Secretary.

### PROGAM: ANNUAL CONVENTION, NATIONAL TEAM OWNERS' ASSOCIATION.

#### Morning and Afternoon Business Sessions Over Two Days; Third Day to Be Given Over to Entertainment.

**F**OLLOWING is the program, as far as announced, for the coming annual convention of the National Team Owners' Association, at Minneapolis:

**SUNDAY, JULY 6.**—Meeting of the delegates and guests at the depots.

**MONDAY, JULY 7.**—Assembling of delegates and guests at the convention hall at the West Hotel, at 9 a. m.

Address of welcome by the mayor of Minneapolis, Hon. Wallace G. Nye.

Business session, morning and afternoon. (There will be no entertainment of delegates during the sessions of the convention.)

8 p. m.—Informal reception of delegates, their wives and guests at the West Hotel, in convention hall. Music and dancing.

**TUESDAY, JULY 8.**—Convention in session, morning and afternoon.

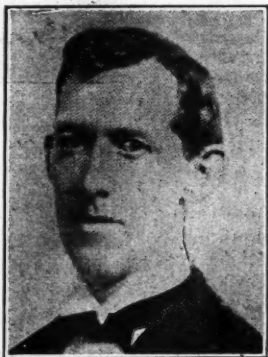
7 p. m.—Banquet to the delegates, their wives and invited guests at the West Hotel, as the guests of the Draymen's Protective Association of Minneapolis.

**WEDNESDAY, JULY 9.**—A. M., trip to Lake Calhoun and swim in the lake at the Lake Calhoun baths; remainder of the morning, "go-as-you-please."

2:30 p. m.—Chartered cars to Lake Min-



ISAAC GOLDBERG,  
President



FRANK F. TIRRE,  
Secretary

#### Minneapolis Committee Provides Attractive Layout for the Ladies During the Hours Convention Is in Session.

netonka. Chartered steamboat trip on lake and dinner at one of the lake hotels, as guests of Minneapolis Association.

8 p. m.—Return to Lake Harriet; concert.

#### Ladies' Program.

**MONDAY, JULY 7.**—11 a. m.—Ladies' reception at the West Hotel, to get acquainted.

1 p. m.—Ladies' luncheon.

2:30 p. m.—Trip to Como park, St. Paul; afternoon to be spent at the park.

8 p. m.—General reception at West Hotel for delegates, ladies and guests.

**TUESDAY, JULY 8.**—9:30 a. m.—Cars to Minnehaha Park and Soldiers' Home.

12 o'clock—Picnic lunch, Minnehaha park.

2:30 p. m.—Drive around the parks and boulevards.

7 p. m.—Banquet at West Hotel.

**WEDNESDAY, JULY 9.**—9 a. m.—Trip to Lake Calhoun for a morning swim; rest of the morning to be spent as you please.

2:30 p. m.—Excursion to Lake Minnetonka; trip around the lake; dinner; spend evening at the concert at Lake Harriet, or return to the West Hotel as you please.

As has already been announced, convention headquarters will be at the West Hotel, in the very center of the business



section of Minneapolis, convenient to all railroad terminals and car lines. The Minneapolis reception committee has arranged to meet all incoming delegations, and see them comfortably settled. As has been announced by the National officers in previous bulletins, much attention will be given in this year's convention to employers' liability matters and to the question of liability insurance, as well as to some of the develop-

ments of the past year in street paving methods and materials. It is to be hoped the Philadelphia leaders will give the convention the benefit of their experience in the recent legal fight with the railroads on the subject of tailboard delivery, and that the New York delegation may present the case of the teamster in the matter of the glanders agitation in that State and the agitation over truck load limits and tire widths in New York city.

### MINNEAPOLIS' PLANS FOR ENTERTAINMENT.

By W. M. Babcock, Secretary Minneapolis Committee on Entertainment.

The complete entertainment program for the Team Owners' convention already is in the hands of the National Association.

The plans of the local committee are as follows: There will be no entertainment of guests and visitors by the Minneapolis Association during the daytime on the days when business sessions are held, in accordance with the request of the National Committee; except that the ladies will take care of and entertain the lady visitors.

Monday morning at 11 a. m., there will be a reception for the ladies at the West Hotel, to enable everybody to get acquainted. Later, a Ladies' Luncheon at 1 p. m., at one of the clubs, and at 2:30 p. m., an excursion for the ladies to Como park, St. Paul.

Monday evening, a general reception will be held at the West Hotel, for delegates and ladies.

Tuesday's program, for the ladies, will be:

9:30 a. m.—Cars to Minnehaha and the Soldiers' Home.

12 noon.—Picnic lunch at Minnehaha.

2:30 p. m.—Drive around the city.

7 p. m.—Banquet at West Hotel.

Wednesday's program for delegates and ladies, will be as follows:

9 a. m.—Trip to Lake Calhoun for swim; rest of

the morning spent as you please.

2:30 p. m.—Chartered cars to Lake Minnetonka; trip on the lake.

6 p. m.—Lawn Dinner at one of the hotels at the lake.

Return to Lake Harriet and concert at the lake, the rest of the evening to be spent canoeing or boating at Lake Harriet.

We hope for a large number of delegates and visitors and ask as a favor to the committees that all those planning to come will notify the secretary at his office, 610 Temple Court, as early as possible, so that we may know how many to plan for, at the hotels and dinners.

The city has promised to look its best and give us good weather during convention week.

The following are the chairmen of the committees:

General chairman—Charles E. Swain.

Entertainment committee—George R. Turner.

Reception committee—George Pratt.

Ladies' committee—Mrs. John Benz.

The delegates from the Minneapolis Association are: Carlisle Cameron, H. E. Eustis, Thomas Skellet; alternates, Messrs. Forgeot, Kennedy and Pils.

We hope the guests will not be in too much of a hurry to get away, but stay a few days and give the individual members of Minneapolis and Saint Paul a chance to get acquainted.

### TWO INVITATIONS FROM CHICAGO ORGANIZATIONS, TO CONVENTION DELEGATES.

#### From Chicago Cartage Club.

CHICAGO, June 19, 1913.

To the Delegates to the Minneapolis Convention—Greetings:

DEAR MEMBERS:—Stop in Chicago and be the guests of the Chicago Cartage Club.

It will help you enjoy the Convention in Minneapolis on July 7, 8 and 9, as we will do all in our power to treat you royally on your way up.

You have been notified, by circular ere this, of our proposed trip from here up along the Mississippi river and we can assure you of a good time.

Try us, as proof of your confidence in our ability.

Yours truly,

JOHN F. DOLAN, Secretary.  
180 North Market St., Chicago.

#### From Chicago Commission Team Owners' Association.

CHICAGO, June 19, 1913.

To the members of the National Team Owners' Association:

The Chicago Commission Team Owners' Association herewith tender a cordial invitation to all the delegates and their friends to spend Sunday, July 6, 1913 in Chicago as our guests. Our Headquarters at the Hotel Sherman will be open and waiting for you, so come along. This will make a pleasant break in your journey to the convention.

We have made arrangements to keep the delegates busy during their stay in our city and we hope that all the delegates will take advantage of the stop off at Chicago. We will spend the day here and leave Sun-



day-evening, at 7:30 on the National Team Owners' Special, which will land us in Minneapolis at 8 a. m. Monday.

The following committee will look after the visitors, meeting all incoming trains:

A. C. LeBarron, George L. Carter, George E. Ford, C. Matson, George Doyle, F. Huecker, F. Fuerstenau, J. W. Birkenfield, F. W. Gould, H. J. Baer, H. H. Palmer, J. Buenting, N. F. Steilan, M. Basso, Frank Spahn, F. Fisher, H. P. Pollitz, H. C. Bollman, George Wasko, and W. J. Colohan.

We are in hopes of having a big crowd here to look after and we are more than prepared to care for them, let us know what line and the time you will arrive and we will do the rest.

Hoping to have the pleasure of entertaining all the delegates to the National convention we are,

W. J. COLOHAN, Secretary.

227 North La Salle Street.

### Daylight Trip Planned by Chicago Cartage Club.

The circular sent out by the Chicago Cartage Club announces a daylight trip over the Burlington from St. Paul into Minneapolis, in which all delegates and convention visitors are urged to join. A special train has been secured, to leave Chicago on Sunday, July 6, at 9:50 a. m., and arrive at Minneapolis the same evening at 10 o'clock.

The special train will include baggage car, buffet-club car, dining cars, free chair cars and observation car. Refreshments will be served en route. The Minneapolis reception committee will meet the special train with automobiles to conduct them to convention headquarters. The special train leaves Chicago late enough Sunday morning to accommodate practically all those who reach Chicago by the night trains.

### One of the "Boosters" in the New Association at Houston, Tex.

One of the boosters in the new organization of team owners just formed at Houston, Tex., is S. J. Westheimer, of the Westheimer Transfer Company, who has been an advocate of organization for years. The new organization in Houston proposes to affiliate with the National Team Owners' Association. Mr. Westheimer has done missionary work in other cities of the South in the cause of organization, during business trips during the past year.



"Horse Sense," a booklet recently published by the McKallor Drug Company, of Binghamton, N. Y., for free distribution among horse owners, tells how to locate and treat different forms of lameness in horses.

## AMONG THE ASSOCIATIONS

### President Goldberg Organizes Team Owners of Camden, N. J.

HEADQUARTERS NATIONAL TEAM OWNERS' ASSOCIATION,  
NEW YORK CITY.

Through the assistance of the Philadelphia Protective Team Owners' Association, I had the extreme pleasure of visiting Camden, N. J., and there organizing the team owners of that city, known as the Team Owners' Protective Association of Camden county, who will, I am sure be a very strong organization in the future.

While in Philadelphia I learned of the efforts of Mr. Thomas F. Ashford, Jr., of the Pittsburgh Team Owners' Association, to secure the passage of legislation in the State of Pennsylvania which will be of material benefit to the team owners of the State. We hope to have the energetic Pittsburgh body of team owners affiliated with the National Association before another years passes. I believe we can show them in many ways, that while they are a big organization, yet they are small in comparison to the parent organization.

The officers of the National Association are anxious to have the fullest possible discussion at the coming National convention on the Workingmen's Compensation legislation in the various States and also co-operative reimbursement plans of insurance which would save premiums paid to the insurance companies. Papers are in course of preparation on these subjects.

ISAAC GOLDBERG,  
President National Team Owners' Association.

### St. Louis, Mo.

The St. Louis convention committee has been busy all month completing arrangements for the convention trip to Minneapolis. At this time the committee has not decided by what route the trip will be made. Probably the invitation extended by the Chicago team owners to travel via the "Team Owners' Special" from Chicago to Minneapolis will be accepted. No doubt the arrangements the Chicago team owners have made will be a great success, especially if all locals that can arrange to travel by way of their city will assist.

Our party will consist of the following ladies and gentlemen:

Mr. and Mrs. Edward Weber; Mr. Farwell Walton and daughter; Mr. Hupp Tevis and his daughter, Mrs. Thomas Kopplin; Mr. and Mrs. Robert F. Mitchel; Mr. and Mrs. Herman A. Lueking, son and daughter; Carl Kaufmann; Mr. and Mrs. H. C. Wiehe; Mr. and Mrs. Leo Buckel; Mr. and Mrs. George R. Jansen; George P. Johannes, Jr.

The St. Louis team owners selected as delegates from the local association are: Edward Weber, Far-

well Walton, Hupp Tevis. Alternates: Carl Kaufmann, Robert F. Mitchell, Herman A. Lueking.

There are several of our members who contemplate accompanying the party, but at the present time cannot give a definite answer.

Mr. F. F. Tierre having been compelled to resign the secretaryship of the St. Louis association on account of the press of interests outside of St. Louis, the undersigned is filling his place in the writing of the St. Louis letter this month. Mr. Tierre will return to St. Louis from Colorado about July 2, in time to accompany the St. Louis delegation to Minneapolis.

A. J. KUEPFERT,  
Financial Secretary.

### Chicago Cartage Club.

June 18 we set aside for our annual outing trip, and it surely was a success, from more standpoints than one.

Beside the real pleasure we had, we expect to add to our enrollment several of our guests. By the way, we invited our neighbors who did not belong to the club to help us make merry.

We lined up 16 automobiles and had an attendance of 66 of our own members, beside our detective force, motor cycle squad and outside team owners.

It took on a tone of real holiday parade, with pennants and American flags flying from each machine. We started from the lake front at 9 in the morning and made a run of 50 miles down into Indiana, where we found a good old-fashioned dinner awaiting us; and we were ready for it. Home again at 10 p. m.

One feature of the entertainment was a real ball game between different members of our organization; it was a prize winner.

Outside of the regulation blow-outs and punctures, and in one instance a tow line, it was a gala day.

Try it and see how it works.

JOHN F. DOLAN, Secretary.

### Buffalo, N. Y.

The team owners of the Queen City of the Lakes have spent a lively year. Agitators drifted into our midst, non-residents and non-taxpayers, early in the year, and succeeded in stirring up strife between the employer and employe in nearly every branch of industries. In some cases people were injured, some permanently, others slightly. Property was destroyed. People in general were discontented, the expenses of the city government vastly increased and the tax payers must foot the bill. In the case of the street railway alone a bill has been presented for more than \$100,000 for loss of earnings and destruction of property, besides the bad name given to our usually quiet and well-governed city.

This disturbance was brought about by non-residents, men coming here from other cities, agitating, making the unsuspecting and usually good citizens believe by such methods they could compel their employers to do something which they had made no demand for. The street car strike and the machinists' strike are nearly over. The teamsters' strike is now on. In most

cases the team drivers made no demands on their employers until their strike was declared, then only through non-residents and non-taxpayers.

Buffalo people are quick to resent interference with our business by outsiders, especially so when we feel our employes are contented and satisfied with the conditions that existed prior to the coming of the trouble-makers. The business men of the city of Buffalo are up in arms as they were never before in the history of Buffalo. I earnestly believe that the employes are more disgusted and dissatisfied with the conditions than they ever were; many that had been drawing good pay receive nothing from those who caused the disturbance. I venture to say before your valuable paper goes to press you will hear that the teamsters in the city of Buffalo have returned to work under the same conditions that existed before they were called out on strike. They will come back without any recognition other than as former employes, without any emblems to designate them from others who stuck to their duties and received full pay and earned the confidence of those who employed them.

I will not be able to attend the National convention this year. I can only extend my best wishes to my friends and wish them all prosperity and freedom from the commercial unrest that seems to have come to all parts of the country in the year 1913.

R. G. MARTIN.

### Cincinnati, O.

The Cincinnati Team Owners' Association mourn the loss of one of their members, George W. Brady, whom it has pleased the Almighty to take from our midst.

Mr. Brady was always looking out for the very best interests of our association, and being a man of good sound judgment, was looked to for good advice at all times. Mr. Brady was first vice president at the time of his death.

Mr. Brady had lived 50 years in one location in Cincinnati, at 420 West Court street. He was 74 years of age. He graduated some years ago from the city police department into the drayage and express business, and personally superintended all his business affairs up to a few weeks ago.

JOHN CLARK, Secretary.

### Kansas City, Mo.

The Kansas City Team Owners' meeting, held June 5 was well attended and very enthusiastic. Several matters of importance to the Association were discussed, and among other things the improvement of some of the streets near the new Terminal freight depot at Twentieth and Oak streets, was spoken of. The secretary was instructed to write a letter to the Traffic Ways Commission outlining several needed improvements of streets in various parts of the city.

The Transportation Committee reported that the C. R. I. & P. has been selected as the official road for



the trip to the National Convention in Minneapolis in July. Several members have already made reservations for themselves and wives, and no doubt many others will do so in the near future if they can arrange their business so as to be away at that time.

Already there has been enough reservations made to insure a private car, and no doubt Kansas City will have the largest delegation at Minneapolis this year that has attended any convention for some time.

C. E. WAYNE, Secretary.

### Boston.

New England Office, TEAM OWNERS REVIEW.  
79 Portland St., BOSTON, MASS.

Elsewhere in this issue our friends will read of the splendid showing the Boston Workhorse Parade Association made in its annual parade on May 30. The fact that the annual parade is one of the best possible propositions for both the horse and the owner, is demonstrated by the fact that horses in Boston are worth at least 25 per cent more, on the average, than they were, or would have been without it—due to the better physical condition of the rank and file of the work horses.

The work horse parade is an uplift to everyone; an educational proposition from start to finish. It teaches how to select horses; how to buy, how to feed, how to shoe and how to treat them for the best results. The basis of all is kindness.

The Boston Team Owners held their fourth annual celebration at the Bass Point House, Nahant, on June 17, with a large turnout.

The National Tag Day observance in Boston was a tremendous success. Joint committees were appointed by the team owners with the S. P. C. A. Tags and buttons were very generally shown on that day.

W. D. QUIMBY.

### A Good Word From a Friend.

COLUMBUS, O., June 20, 1913.

PUBLISHERS TEAM OWNERS REVIEW:

It is with pleasure that I forward to you a "wheel," for another year's subscription to your publication, which is ever becoming more valuable to men interested in the teaming business.

In the past year I have been plugging away with some other good old pluggers, and at the present time we are awaiting the pleasure of the higher-ups to give us our National charter, which we hope to have within the next few days.

I do not know whether it will be possible to get to the National convention at Minneapolis, but my heart is with you, and I hope the good Lord will spare and prosper you.

We have had a very good business this spring, and transfer companies as a whole are prosperous.

Yours respectfully,

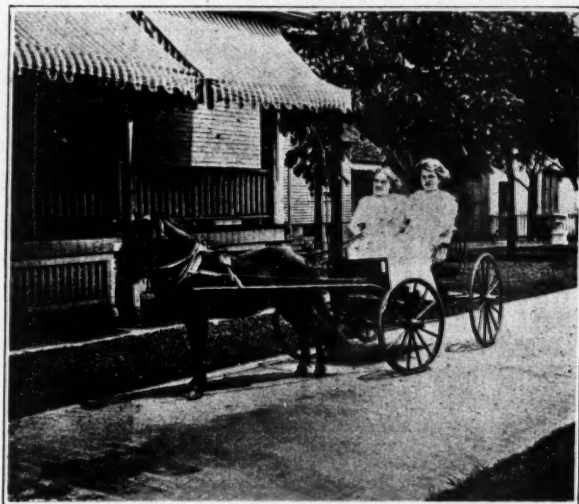
LOUIS A. DOWNEY.  
The Great Western Storage Company.

### A Junior Team Owner of Cleveland, and Her Tabloid Turn-out.

CLEVELAND, O., June 10, 1913.

To the Editor of the TEAM OWNERS REVIEW:

During the Cleveland convention, Mr. Goldberg saw our pony and suggested that my father, Mr. John



Becker, send a picture to you for the Review.

We are looking forward with pleasure to the time when we meet our Team Owner friends in Minneapolis.

Yours sincerely,

EMILIE BECKER.

### A Wide Tire Law for Baltimore.

The solution of the problem which is so seriously affecting the truck industry in Baltimore is State legislation requiring larger tires, according to C. W. Martin, a Baltimore tire maker.

"City Engineer McCay should have proposed a law prohibiting the overloading of motor trucks," he said the other day, "instead of suggesting that motor trucks be barred from certain streets in Baltimore. The motor truck has become an economic necessity, and such restriction would work hardship on society. If there were legislation requiring that a certain width tire should be used to take care of the load, there would be no danger of cutting up the streets.

"Overloading is the most serious problem that confronts truck owners to-day. When a truck is overloaded the life of the tire is not only diminished, but the streets are cut up also. The evil is so prevalent that I would not be at all surprised to see some such bill introduced at early sessions of many State Legislatures. It is rumored that the Automobile Club of Maryland already has some such project in mind. In Porto Rico, where the streets are mostly of asphalt, the government regulates the size of tire to correspond to the weight of the truck."



## The Work Horse Parades in Boston and New York; Largest Ever Held in This Country

The annual work horse parade is an institution in Boston — one might almost say, a sacred institution. It was established ten years ago last month. The New York work horse parade, established four years later, has also grown to be a recognized institution in the Metropolis. In both these cities the annual celebration has proven of immense benefit to the horse and of distinct commercial advantage to the teaming fraternity. For the horse, it encourages more humane treatment; for the horse owner, it gives him an opportunity to put his equipment on "dress parade" that he secures at no other time of year.

### THE BOSTON PARADE.

The Work Horse Parade at Boston on May 30 was the eleventh annual parade, and it proved to be the largest and best ever held in Boston. There were 1,225 entries, and 1,624 horses. These horses were all in place by 9 a. m.; at 9:10 a. m. the parade began, and at 1:15 the last horse had started on his way home. Thus in the space of four hours 1,624 horses were judged as individuals, each horse being tested for lameness, "sized up," and a ribbon awarded to him or refused, according to his quality and condition.

Out of this large number of horses only a very few were excluded from the ribbons. Twelve entries were excluded for lameness, 15 because the horses were somewhat thin, and eight for want of proper grooming.

The quality of the horses shown was pronounced by the judges to be even better than a year ago, when it was believed that the high water mark in this respect had been reached.

This improvement in quality which has shown such a remarkable gain since the first parade, in 1903, is the reward that Henry C. Merwin, president of the association, and his fellow directors have striven so faithfully for year after year.

Quality in this splendid free exhibition, which was witnessed by thousands of Boston people, means well fed, carefully groomed and otherwise humanely treated horses, who daily are in active service in the business world.

The excellent work that the association has done for the betterment of the life of the horses who toil for their keep is shown in the parade, but few in the crowd who admired the sleek and pleasing animals realized the many means that the association employs to bring about its results.

One factor is the close watch that the association keeps on the horses throughout the year, so that they cannot come to the parade specially prepared. Firms that have a few well-cared for horses, with others over-worked or lame, are not allowed to compete.

The stable competition is another feature of the association's work that does much for the comfort of horses. Some 4,000 horses are quartered in the stables inspected for this year's competition.

#### Ribbons for the Old Horses.

This year, as ever, the spectators gave the most attention to the several classes given over to the old horses.

In the class for championship old horses there were three entries, but two were not in competition, not having been in daily use for the past year. These were Ned, 39 years of age, owned by James F. Weir and driven by Frederick E. Weir, and Black Jack, 40 years of age, owned by Jenness & Company and driven by Christian Lorenson.

Ned won the gold medal in 1905 and Black Jack won the gold medal in 1912.

The prize in this class went to Alonzo E. Winn's horse, Chub, driven by Mr. Winn. Chub won the gold medal in 1911 and the championship prize last year and has been in service 25 of his 31 years.

There were four divisions in the old horse class besides the championship, and the prizes were awarded as follows:

Division A, silver medal, offered by Red Acre Farm; Ted, owned by Acton Farms Milk Company, driven by F. I. Hall.

Division B, silver medal, offered by the Animal Rescue League; Frank, owned by Howe Company, driven by E. T. Earle.

Division C, silver medal, offered by Mrs. Amanda E. Dwight; Dolly, owned by A. J. Cunningham Company, driven by W. F. McDonald.

Division D, silver medal, offered by Mrs. Amanda E. Dwight; Ben, owned by Hoyt Company, driven by A. Beck.

The Division E gold medal, offered by the Massachusetts S. P. C. A., went to S. S. Pierce Company's Lizzie, driven by E. J. Tew.

#### Gold Medals for Drivers.

The association's gold medals for the most meritorious drivers were awarded to Christian Lorenson,

driver for Jenness & Company, truckmen, and to Manuel T. Folger, driver of a four-horse team belonging to I. Freedman & Company.

In the veteran drivers' class, Louis Brier, with the Jordan Marsh Company, was awarded a bronze medal, he having received a silver medal last year, and the

whose terms of service have been 20 years or more: James Fenner, Arthur Geswell, William T. Dunbar, John B. Fay, Guilford Saunders, William Wallace, John Howard, Timothy J. O'Conner, James Spikes, John L. Sullivan, Chester Maddox, Michael McGreavey, Edward J. Gould, William F. Meese, Robert K. Pat-

## GOOD AND BAD STABLE CONDITIONS, OUTLINED BY BOSTON WORK HORSE ASSOCIATION.

### POINTS OF A GOOD STABLE.

Horses walked on starting out in the morning, and after the noon feed.

Men bring the horses in at noon, and at night, cool and breathing easily.

Legs well rubbed if wet or muddy, or if the horses are tired.

Head, ears and neck well rubbed, if wet from rain or sweat.

Horses sponged under collar, saddle and crupper.

Horses well brushed if dry.

Feet washed and examined for nails.

Eyes, nose and dock sponged in summer.

In very hot weather, and then only, horses wiped all over with a wet sponge on coming in. (This does not mean washing the horse, much less turning the hose on him.)

Horses given a little water, but not much, on coming in warm.

No grain fed for at least an hour.

Horses watered when cool, then hayed, watered again, and grained. (In any case, watered at night, after eating their hay. This is especially necessary in summer.)

Plenty of bedding, and horses bedded down all day Sunday.

Hay and grain of the best quality.

A bran mash Saturday night or Sunday noon; cool in summer, hot in winter. A mash twice a week if work is light.

A lump or block of salt always within reach of the horse.

Hayloft kept clean.

Harness, especially collars, kept clean.

Wide stalls.

Easy runway.

Horses tied long, so that they can lie with heads on the floor.

Plenty of fresh air, but no draughts.

No fumes from manure pit.

Stalls not boarded up, but open or grated in the upper part.

Drying-room for wet blankets.

Stable quiet at night and on Sundays.

Horses clean Sunday morning.

Slatted outside doors for hot weather.

Stable foreman good tempered, not a drinking man, and able to keep the drivers up to the mark.

Comfortable room, with a bathtub, for the man in charge.

Most important of all—Horses handled gently, neither struck, nor yelled at, nor sworn at.

Owner drops in often.

### POINTS OF A BAD STABLE.

Horses hurried on starting in the morning, and after the noon feed.

Horses brought in hot and breathing hard.

Harness stripped off roughly, and horses rushed into stalls without rubbing, cleaning or sponging.

Horses' legs washed.

Horses allowed to drink their fill, no matter how hot; or not watered at all.

Grain fed before the horses are rested.

Feet not washed or examined until the horse goes lame.

Horses receive no water after eating their hay, until next morning.

Scanty bedding.

No bedding on Sundays until night, and horses watered only twice.

Hay and grain of poor quality.

Bran mash not given—too much trouble.

Horses salted only when somebody happens to think of it.

Hayloft dusty and dirty.

Harness unclean; sweat allowed to accumulate on inside of collars.

Narrow stalls.

Steep runway, with narrow turns.

Horses tied short for fear of their being cast, as is likely when they are put up dirty.

Stable close—no ventilating shaft.

Windows dirty.

Manure pit ventilates into stable.

Stalls boarded up high, where the horses' heads are.

Men loafing in the stable in the evening and on Sunday.

Horses not cleaned on Sunday.

Windows broken; doors left open; cold draughts in winter.

No slatted outside doors for hot nights.

No place for drying wet blankets.

Uncomfortable room for man in charge; no bathtub.

Stable foreman addicted to drink.

Drivers imitate the foreman.

Worst of all—Horses handled roughly, knocked about; general atmosphere of noise and profanity.

Owner never sees the horses taken out or put up, nor on Sundays.

silver medal was awarded to John Brewer, who has been in the employ of B. J. Healy 39 years.

A special silver medal was also awarded to Solon I. Richardson who has a record of 39 years' employment by the City Laundry Company.

Bronze medals were awarded the following drivers

terson, Edward J. Tero, Charles White, John F. Connors, Patrick Donaline, M. J. Curren, John Brewer, Louis Brier, Thomas Murray, Patrick A. Quinn, Andrew Blake and Thomas McManus.

The Lawrence gold medal for four-in-hand teams, which are taken care of by their drivers was won by the



four of I. Freedman & Company, driven by Manuel T. Folger.

#### A Thousand Medals, Prizes and Ribbons.

Over a thousand medals, money prizes and ribbons

who has been the longest continuous time in the service of his present employer or of the predecessor of that employer. The association gives a second prize of \$5 to the driver with the second longest term, and a bronze medal to every driver entered in this class (the prize

### SUGGESTED RULES FOR CARE OF HORSES: BOSTON WORK HORSE ASSOCIATION.

#### DRIVERS' RULES.

- 1.—Start at a walk, and let your horse work very easily for the first half hour.
- 2.—A heavy draft horse should never be driven faster than a walk, with or without a load.
- 3.—Look to your harness. Avoid these faults especially—  
Bridle too long or too short.  
Blinders pressing on the eye or flapping. (An open bridle is best for most horses.)  
Throat-latch too tight.  
Collar too tight or too loose, or dirty on the inside.  
Shaft-girth too loose.  
Traces too long.  
Breeching too low down or too loose.  
Inside reins too long, in the case of pairs.
- 4.—Do not let your horse drive himself; but handle the reins gently. Never jerk the reins—to do that is the sure mark of a bad driver.
- 5.—Try to deliver your load with as little backing as possible. Backing a heavy load is apt to strain the hind legs.
- 6.—Take the horse out of the shafts as much as possible; and if you drive a pair or four, unfasten the outside traces while the horses are standing; they will rest better than way.
- 7.—Teach your horses to go into the collar gradually. When a load is to be started, speak to the horses and take a firm hold of the reins so that they will arch their necks, keep their legs under them, and step on their toes. A loose rein means sprawling and slipping, often with one horse ahead of the other.
- 8.—Water your horse as often as possible. Water in moderate quantities will not hurt him, so long as he keeps moving.
- 9.—Blanket your horse carefully when he stands, especially if he is at all hot. Repeated slight chills stiffen and age a horse before his time.
- 10.—Bring your horse in cool and breathing easily. If he comes in hot, he will sweat in the stable, and the sudden stoppage of hard work is bad for his feet.
- 11.—In hot weather or in drawing heavy loads, watch your horse's breathing. If he breathes hard, or short and quick, it is time to stop.
- 12.—Remember that the horse is the most nervous of all animals, and that little things annoy and irritate him. Remember that he will be contented or miserable accordingly as you treat him.

#### HOT WEATHER RULES.

- 1.—Load lightly, and drive slowly.
- 2.—Stop in the shade if possible.
- 3.—Water your horse as often as possible. So long as a horse is working, water in moderate quantities will not hurt him. But let him drink only a few swallows if he is going to stand still.
- 4.—When he comes in after work, sponge off the harness marks and sweat, his eyes, his nose and mouth, and the dock. Wash his feet but not his legs.
- 5.—If the thermometer is 75 degrees or higher, wipe him all over with a wet sponge. Use vinegar water if possible. Do not turn the hose on him.
- 6.—Saturday night, give a bran mash, cold; and add a tablespoonful of saltpetre.
- 7.—Do not use a horse-hat, unless it is a canopy-top hat. The ordinary bell-shaped hat does more harm than good.
- 8.—A sponge on top of the head, or even a cloth, is good if kept wet. If dry it is worse than nothing.
- 9.—If the horse is overcome by heat, get him into the shade, remove harness and bridle, wash out his mouth, sponge him all over, shower his legs and give him four ounces of aromatic spirits of ammonia, or two ounces of sweet spirits of nitre, in a pint of water, or give him a pint of coffee warm. Cool his head at once, using cold water, or, if necessary, chopped ice, wrapped in a cloth.
- 10.—If the horse is off his feed, try him with two quarts of oats mixed with bran, and a little water; and add a little salt or sugar. Or give him oatmeal gruel or barley water to drink.
- 11.—If it is so hot that the horse sweats in the stable at night, tie him outside. Unless he cools off during the night, he cannot well stand the next day's heat.

were awarded by the judges to owners and drivers. Many of the medals are given by individuals year by year. The American Humane Education Society gives each year a silver medal for that driver in the parade

winner excepted), whose term of service is 20 years or over.

The officers of the Boston Work-Horse Association, who have labored consistently for years in the cause of



the work-horse parade, are:

Henry C. Merwin, president.  
 Arthur Perrin, vice president.  
 Francis Peabody, vice president.  
 Lewis A. Armistead, secretary.  
 Joshua Atwood, third treasurer.

Directors—The officers, and George W. Harrington, John H. Jewett, W. D. Quimby, Dr. F. H. Rowley, (president M. S. P. C. A.); G. F. Stebbins.

Agents—A. G. Merwin, Gilbert Tompkins, James Meredith.

Veterinary Inspector—Dr. Frank J. Sullivan.

The officers of this year's parade of the Work-Horse Parade Association were:

Chief Marshal—William D. Quimby.

Assistant Marshals—Arthur Gilbert Merwin, Dr. P. J. Cronon.

Chaplain—Rev. Frederick M. White.

Thousands thronged downtown Boston on Memorial Day to see the handsome array of equine workers, and the press of Boston was full of praise of the work of the association the following morning.

### THE NEW YORK PARADE.

On Friday, May 30, from 10 o'clock a. m. until noon Fifth avenue, New York, from Washington Square to Madison Square was turned over to the lover of horses. The seventh annual work horse parade, held under the auspices of the New York Women's League for Animals, had the right-of-way. Scores of policemen under the command of Captain O'Brien of the traffic squad ordered all drivers of automobiles to seek the side streets. Even Police Commissioner Waldo's big limousine was hustled out of the way when the commissioner drove up in the direction of the reviewing stand. Fire Commissioner Johnson ordered his automobile parked half a block away. As the chauffeur was seeking a quiet spot a tire blew up with a loud report and the crowd jeered, and then applauded. It was evident that for the time automobiles were not popular.

Mrs. James Speyer, president of the league, estimated the number of horses in the parade at 1,500. There were 1,075 entries, but numbers of entries were teams or great trucks drawn by three or four horses. Because of the ne weather there were few horses "scratched." Horse owners and horse lovers pointed to this parade as the best illustration that it will be a long time before automobiles will entirely replace the horse in New York.

Several of the horses wore the ribbons won in former parades and these animals received generous applause when they were driven by. Among these horses was a team of huge dapple grays owned by the Jacob Ruppert Brewing Company. Driver John Felten had his hands full holding them down long enough to seize the blue ribbon.

Prizes consisted of ribbons and brass wheel ornaments. The money prizes in certain classes were \$25, \$20, \$15, \$10 and \$5. In the veteran drivers' class the first cash prize went to Carman Seaman, who had been in service 35 years, eight months and 20 days as a driver for his firm. Whenever Mrs. Speyer personally gave the prizes to the drivers she thanked them in the name of the league for the splendid condition of their horses. Mrs. Speyer said that she considered it the most successful parade which had been held under the auspices of the league.

Of the parade, the New York "Herald" said editorially:

The annual parade of the work horses of New York is deservedly becoming a more and more popular event of city life each year, and this year's surpassed all that have gone before. It is founded on a fine perception of the best way to influence human nature, and its promoters merit high commendation for acuity of perception as to the best mode of accomplishing a fine humanitarian purpose. Emulation does much more to bring out what is best and repress the evil tendencies in men than any amount of prohibition.

Each year more and more of the owners of work horses are proud to show how well their animals are cared for, and there is scarcely a driver in the city who is not touched by the appeal made to his humanity by the sight of well-cared-for animals. The horses themselves seem to take a very proper pride in the exhibition.

The organizers of the parade, whose continued activity has made it so successful, may well congratulate themselves on having established an interesting and valuable feature of city life which will accomplish much more for true humanitarianism than would many apparently more direct methods.

### No New York Truck Parade.

Lack of interest on the part of users, and difficulties in securing police recognition, are given as reasons for inducing the Motor Truck Club of New York to abandon a motor truck parade this year.

### American Road Congress.

The American Road Congress will hold its third annual meeting at Detroit during the week of September 29. This decision was reached by the joint committee of which Logan Waller Page, director of the United States Office of Public Roads, is chairman, after a spirited contest which finally narrowed down to the cities of St. Louis, Denver, Minneapolis and Detroit. The congress is the great annual assemblage of the good roads organizations throughout the United States, and is held under the auspices of the American Highway Association, the American Automobile Association and the National Association of Road Machinery and Material Manufacturers, the latter organization being concerned primarily with the exposition of machinery and materials held in conjunction with the congress.

## Horse Tag Day in a Number of Cities

### In Philadelphia.

Philadelphia's streets were gay with harness-be-flagged horses on June 2. Men, women and children wore little horse-head buttons. Even the mayor wore one. So did Superintendent of Police Robinson; so did Director of Public Safety Porter.

This year "horse tag day" became a nation-wide observance, one year ago little more than an idea of the Women's Society for the Prevention of Cruelty to Animals of Philadelphia. In Philadelphia alone, 25,000 buttons and 20,000 tags, honoring "Dobbin," were worn. These were sold by hundreds of school children in various sections of the city.

One little girl, who owns to 11 years, and mighty pretty curls down her back, dodged into the mayor's office, and, before His Honor exactly realized what was happening to him, tagged Philadelphia's executive head. The mayor knew it cost something. He paid. He also presented the little lady with his autographed photograph. His visitor, Miss Ida Dash, who is the granddaughter of Agent William R. Biddle, said the mayor was "one fine fellow." She didn't end her City Hall mission with him, however. She braved the bluecoat guards that shelter Director Porter and Superintendent Robinson, and she tagged those worthies.

It took a 7-year-old girl to be really brave in the tagging, however. Her name is Fanette Horn, and she lives at 1834 North Eighth street. When Mayor Blankenburg whizzed up to S. P. C. A. headquarters, in South Eighteenth street, his giant bodyguard Quirk beside him, little Fanette, bare knees, baby socks, head a mass of very curly curls and big brown eyes dancing, grabbed Quirk by the coat tails and commanded him to halt and deliver. Quirk did.

Vice President Marshall was to have attended the ceremonies at Philadelphia. He and Governor Tener were unavoidably detained. The vice president sent a representative, J. Bennett Gordon, to speak at the luncheon that followed the parade. City Solicitor Michael J. Ryan was toastmaster. Isaac Goldberg, president of the National Team Owners' Association, of New York, addressed the luncheon party, as did also George McCarthy, who ran the big work horse parade in New York on May 30.

The parade was the real feature of the day's celebration. It was headed by a prancing police platoon. Behind the police came St. John's band, of Manayunk, the boy musicians playing for all they were worth. Police patrols, horsedrawn; engine companies, ambulances from the University of Pennsylvania Veterinary Hospital, the Women's Society for the Prevention of Cruelty

to Animals, the Camden Society, the Pennsylvania Society, the Morris Refuge, the Germantown Society and other institutions were in line. St. Joseph's Home, at Eighth and Pine streets, sent 77 little boys, every last one of them tagged, to swell the procession.

The Philadelphia committees in charge were:

Horse Watering Stations Committee—Mrs. R. P. White, ex-officio; Mrs. B. Bedell, chairman; Mrs. William J. Guernsey; Mrs. C. W. Ritchie, Mrs. M. M. Halvey, Mrs. Frederick E. Knorr, Mrs. A. O. J. Kelly, Mrs. Calvin I. Frazee, Miss W. M. Buckman.

National Tag Day Reception Committee—John F. Cozens, chairman; Colonel M. Richards Muckle, Theo. Gabrylewitz, John Sheahan, Jr., Hugh Moore, C. Gleason, Dr. William O. Stillman, Albany, N. Y.; T. F. McCarthy, New York city; John Wilkes, New York city; W. M. Rankin, New York city; Charles Moses, Trenton; Peter Dolan, Trenton; Charles J. Ball, Camden.

Philadelphia Team Owners' Committee—C. J. McDermott, J. A. Clark, Charles Farrell, D. McHugh, Peter Cavanaugh.

### In Baltimore.

At the close of Baltimore's Tag Day, on June 2, it was announced by Miss Mary B. Shearer, president of the Society for the Prevention of Cruelty to Animals, that \$300 was made as a result of the efforts of the society.

"We were delighted," said Miss Shearer, "with the way the innovation was received. We thank everybody who helped along the cause. Next year we shall hold a similar event."

The money which was received will be used in Baltimore by the society for the maintenance of drinking places for horses and for other purposes which might contribute to the comfort and health of these animals.

### Breaking Up Bands of Horse Poisoners in New York.

The New York police on June 2 made three arrests in the horse poisoning conspiracy which, it is believed, breaks up for good and all the reign of the poisoners in New York city—though one leader of the band is still at large. The crusade against the poisoners was led largely by the Horse Owners' Protective Association, organized by Morris M. Frankel seven months ago. In one year it is estimated 3,500 horses were poisoned, valued at \$1,050,000, and \$3,500,000 blackmail collected by the gangs. About 60 arrests have been made, and 28 poisoners have been convicted or have fled.

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## Truck and Transport at the San Francisco Fair in 1915

In view of the movement on foot among the trucking and team interests of the Far West for the selection of San Francisco as the meeting place of the National Team Owners' Association in 1915, the Team Owners Review has secured the following special article on the preparations being made at San Francisco for a unique transportation and haulage exhibit during the Panama-Pacific Exposition.

Team owners and workers, manufacturers and users of motor-trucks and wagons and all those interested in this particular means of transportation, will have a distinct interest in the Panama-Pacific International Exposition, which is to be held at San Francisco in 1915 as the American national celebration of the completion and opening of the Panama Canal.

In the classification which has been prepared, space has been reserved specially in the interests of transportation in one huge palace on the exposition grounds. This is an innovation, as in previous expositions transportation has not been given a separate building in which to make a display of all things pertaining to that subject.

Captain Asher Carter Baker, who is director of exhibits is also chief of the Department of Transportation and in his general classification, he has provided an unusual amount of space for that purpose. The transportation exhibit at the Panama-Pacific Exposition bids fair to exceed all records and it is therefore in the interest of all team owners throughout the United States and Canada to take steps to secure for themselves an exhibit corner in the palace which is now being erected.

### Wagons and Team-Drawn Transport.

The Department of Transportation is divided into fourteen groups, subdivided into about forty classes. One entire group is to be devoted to the exhibit of all kinds of wagons and carts and other team-drawn transportation methods. While this group will include motor vehicles, it is expected that a special palace will also be built in which to house the displays of motor transportation. Steps have been taken to erect a palace for that express purpose at the expense of the Automobile Manufacturers' Association of America.

Whether that plan will be fulfilled, is not yet decided upon; but in any case, it is certain that the auto truck display at the exposition will be one of record-breaking magnitude.

It is proposed to have as many as possible of the exhibits shown in operation and space will be reserved in every exhibit palace for the purpose of demonstrating every exhibit in action. This feature of the Panama-Pacific International Exposition will prove a

unique attraction to visitors in general and to exhibitors in particular.

### "The Palace of Transportation."

The Palace of Transportation is situated in the center of the main block of exhibit palaces which are now being built. Construction has been begun upon the palaces, and within a few months, it will be completed. The contract for the erection of the whole group of exposition palaces provides that they must all be completed by the fall of 1914, which leaves six or seven months before the opening of the world's fair, which lasts from February 20 to December 4, 1915. This will enable exhibitors to see that their displays are in place and made completely ready for exhibition by the time the exposition opens.

The progress of preparation for the 1915 exposition is far ahead of that of any previous exposition of such immense proportions as the Panama-Pacific Exposition, which has for its purpose such an exalted idea as the expression of world progress which has culminated in the building of the Panama Canal.

It is to be essentially an international and universal celebration, and that such an aim is being achieved may be seen from the extent of the foreign participation which will be represented, and a number of the leading foreign powers of the world have already chosen sites for their national buildings and have appropriated large sums towards their exhibits.

### Arrangement of Exhibits.

There are eleven departments in the exhibit section which occupies the center of the exposition site on the shores of the Bay of San Francisco. These departments consist of Fine Arts, Education, Social Economy, Liberal Arts, Manufactures and Varied Industries, Machinery, Transportation, Agriculture, Live Stock, Horticulture and Mines and Metallurgy. The displays in these departments will be distributed among fourteen beautiful palaces, eight of which will be connected by means of florally decorated courts, and, while producing an effect of one huge palace, will nevertheless be distinct of design and totally unconnected structurally one with the other.

To the east of the exhibit section a large area has



been reserved for amusement concessions, for which more than six thousand applications have been received. As in the exhibits, every discrimination is being exercised to secure from the large number of applications the best and only the best which can be produced.

The western portion of the exposition site will be occupied by the pavilions of foreign nations and Amer-

### TRANSIT QUESTIONS IN BRITAIN.

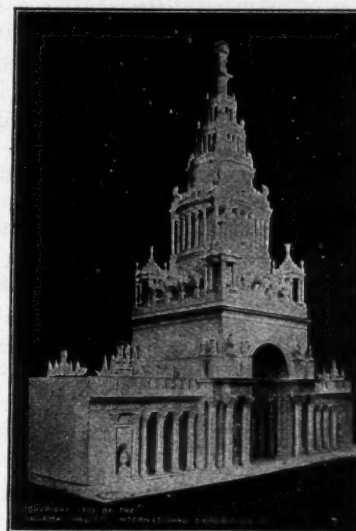
[From Our Own Correspondent.]

GLASGOW, Scotland.

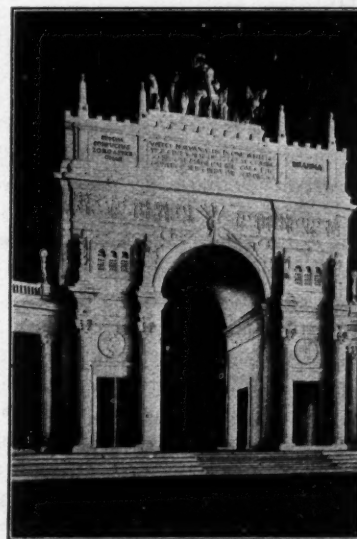
In view of the premier position which the horse still holds in the carrying world, it is fitting that we commence this month's letter by referring briefly to the



East or Festive Court, Panama-Pacific Exhibition as planned.



Tower at "Court of Sun and Stars," 400 feet high.



Triumphal arch, East Side of the Grand Court.

ican states many of which have selected their individual sites and made appropriations towards a complete American representation.

International Horse Show, to be held in London on June 19. The complete list of entries is not yet to hand, but the prize list is announced as totalling £12,-

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000. In all, there will be 111 classes of competing horses, ranging from the delicate and costly racing prizewinner to the turn-out of the humble coster.

The problem of traffic congestion, now so pressing in all the very large cities, is most acute in Liverpool at the docks. The problem of how best to relieve it has engaged the attention of every commercial organization in the city. The latest scheme is the substitution of mechanical haulage for horse haulage. The supporters of this idea point to the experience of the United States, where there is said to be a steady and increasing demand for motor trucks in consequence of which, it is averred, the zone within which business can profitably be done is enlarged, and congestion thereby lessened.

Whenever the inefficiency of our other transport facilities becomes more than usually pressing, there is sure to be a faint agitation begun—which never amounts to much—for the adoption of canal transit. To the great majority the subject is of academic, perhaps even antiquarian interest; but the few who believed in our English canals, were successful some years ago in obtaining the appointment of a parliamentary commission to investigate their possibilities. The commission made numerous recommendations, but nothing was done. The matter is now again emerging, and this time it looks as if something practical would result. A society, called the Waterways Association, has been formed with an influential committee to press forward the following points:

To induce the government to appoint a controlling waterways board.

The state to acquire all the main line canals.

The canals to be improved on the lines recommended by the Royal commission.

It is indeed high time that the whole subject was seriously dealt with, so that the ordinary citizen may know definitely whether the canals of the English Midlands can possibly be resuscitated, or whether as would appear to be the case, they belong to an epoch which is past and gone forever.

If the committee succeeds in its efforts, a great benefit will be conferred on the country. The effect of reopening the waterways will be a cheapening in the cost of inland transit. The contrast at present existing between the cost of bringing goods from the ends of the earth to Great Britain and the utterly disproportionate charges for carrying things produced within its borders to market, is exceedingly glaring. If canal traffic ever comes to be worked again in any considerable volume, it will probably be by motor barges, which are now so frequently to be seen on the inland waterways of Germany and other Continental countries.

To return to the horse, we feel sure that all team owners will be interested in a decision of Mr. Justice Rowlatt at the recent Manchester Assizes. The action

was at the instance of a local authority to recover £120 damage done to an electric feeder pillar by a runaway horse. The carter in charge of the horse had led it to a watertrough to drink, and removed the bit from its mouth for the purpose. A loose piece of paper startled the animal, and it bolted. The carter held on, but the bit being out of the horse's mouth, he could not regain control of the animal, which ran on till brought up by contract with the pillar referred to. Counsel for the plaintiff contended that the removal of the bit in a busy thoroughfare was an act of negligence entitling to damages. In defense it was alleged: (a) that it was customary to remove the bit to allow the horse to drink; (b) that it was cruel to a thirsty horse to leave the bit in; and (c) that a driver who did not remove the bit was lazy and neglectful of his horse's condition.

The jury returned a verdict for the defendants. The case was keenly fought, there being considerable body of veterinary evidence on each side, and we think it deserves notice here as being one of the most interesting "horsey" cases we have come across for some time.

DONALD MACKAY.

190 West George St., Glasgow, June, 1913.

### Hot Weather Diet for Horses.

The coming of the extreme hot weather quite naturally causes considerable sickness among horses, particularly in the large cities where they are working hard. This year, horse owners in the United States have for the first time an opportunity to prevent colic and sickness by feeding to their horses Molassine meal which for nearly 20 years has never failed to satisfy horse owners in England and other countries.

Molassine meal has only this year been introduced in the United States and in the six months that it has been on the market, wonderful results have been accomplished from it. Teamsters and truckmen have tested it severely and speak in the highest terms of what it does.

Such well-known truckmen as Croft & Hall, of East Boston, say that they have never had their horses in such good shape or doing such hard work as they are to-day, after being fed three times a day with Molassine meal. One of the leading domestic beef concerns has tried this out and reports that it is the best feed they ever used; they particularly recommend it to anyone who has horses that are not in the best of condition. In April a well-known racer was out of condition, but in two months gained 100 pounds, after being fed this meal.

Six months ago leading veterinarians in the East were so suspicious of Molassine meal that they would not even try it. To-day they not only use it themselves, but are recommending it to hundreds of horse owners. Inquiries should be addressed to the Molassine Company of America, 324 Board of Trade building, Boston, Mass., for full particulars; they will be glad to answer every question or send samples of the feed.

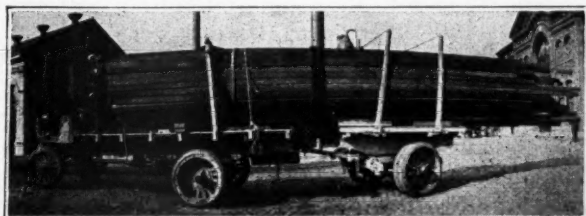


# : Motor Truck Owners Review :

## A Fifteen-Ton Load, Hauled Through New York Streets.

The accompanying picture shows a load of lumber, hauled through the streets of New York recently on a La France gasoline-hydraulic truck equipped with a two-wheel trailer. The load shown is 15 tons.

The day before this photograph was taken the



company equipped the truck with the same trailer with a platform, and had no difficulty whatever in carrying a load of 18 tons of cement up a 10 per cent grade, from the Hudson river to the top of the Seventy-ninth street hill, starting and stopping on the hill.

## Experimental Concrete Road.

An experimental section of concrete highway is being built in West Riverside Drive, Indianapolis, for Carl G. Fisher, one of the promoters of the Ocean-to-Ocean highway project. The work is being done under the supervision of Blaine Miller, formerly city engineer of Indiana, assisted by C. D. Franks, assistant engineer of the Universal Portland Cement Company. It is being built by Mr. Fisher to demonstrate the advantages and serviceability of this type of country road.

## Freight Rate Petition Granted.

A petition to the Illinois Grain & Railway Warehouse Commission for tenth class freight rates for Portland cement shipped in bulk was made by the Universal Portland Cement Company, during May and was granted. This is a formal recognition of bulk cement, placing it on an equal basis with sacked cement.

## Auto Works While He Sleeps.

An ingenious man in Northboro, Mass., makes his automobile light his house at night, after carrying him about his business during the day. During the day, the storage battery in the machine is charged, and at night is connected with the house lighting circuit, furnishing enough current for five sixteen candle power lamps. In this manner he gets his light practically for nothing.

## The Truck in the Big Cities.

Somebody with a penchant for figures has estimated that firms in the great cities of America engaged in express, transfer and general haulage own 6,500 power wagons, valued roughly at \$16,000,000. It will occasion no surprise if, within twelve months, 15,000 machines, worth \$35,000,000, are available for this class of work. Five hundred department stores operate 3,300 machines, which are worth \$7,000,000. One owns 127 machines, which represents an investment of \$325,000. Brewers were early in recognizing the economy of motor wagon transportation. They now operate 2,000 machines, which cost about \$6,000,000.

When the new Gimbel store was opened in New York two years ago its transportation department was served with seventy-six machines. Since that time fifty-one more have been added. Horses are conspicuously absent in this service and it is unlikely any ever will be employed.

John Wanamaker and Marshall Field & Company, are motor wagon investors of another type. Both firms own horses and motors, the former operating 178 machines in New York and Philadelphia and the latter 100 in Chicago. It is quite evident these "fleets" would not have attained their present size if the economic feature had been missing at the beginning. The Wanamaker installation, composed chiefly of light machines, represents an outlay of \$350,000. The Marshall Field installation, which has been gathering size since 1910, cost about \$400,000.

Other big department stores which make free use of motor wagons are: Macy & Company, of New York, owning 75 machines; Carson Pirie, Scott & Company, with 64 machines, and the Fair, with 52 machines.

"Fleet" ownership, however, is not the specialty of dry goods houses. The most notable example of massed investment in motor wagons is provided by the Adams Express Company. In seven years this concern has spent a little more than \$1,100,000 for machines and about \$300,000 for garage conveniences. It is operating 520 motor wagons, many of its stations being entirely served with the machines.

The American Express company takes second rank with 377 machines. It has close to \$800,000 invested. The United States Express company owns 53 machines worth \$175,000. The Wells-Fargo company, operates 42 machines.

The graphic examples of modern road transportation relieve one of the duty of painstakingly demonstra-

USE ONLY **U. S. HAMES**—THEY ARE STANDARD QUALITY

ting the waste and inefficiency of the historic method of haulage.

At the outset there was only the bare idea of mechanical road transport. It was given rough shape by the hasty assembly of inharmoniously designed elements which had not undergone test. Models so blacksmithed would only excite mirth nowadays, but it is to the credit of the makers of those early machines that, under the happiest conditions of work, they first weakly demonstrated the inferiority of draft animals. That was the beginning of a great economic movement which in twelve years has been responsible for the introduction of about 55,000 machines worth \$120,000,000.

In its engineering essentials the motor wagon of twelve years ago did not differ greatly from the modern machine. The latter is much stronger, simpler, more durable, more dependable and more economical than the instrument it has rendered obsolete. But all these qualities are less the product of radical invention than engineering refinement.

Shrewd guessing would be required to prophesy the future character of the motor wagon. Thus much is certain—it will be greatly improved. Metallurgical science constantly is supplying us with steels which are much stronger and lighter than those to which we are accustomed. The chemistry of the gas engine is only imperfectly developed. Electric current may be utilized in unexampled ways—a truck is already being operated in Omaha by means of Hertzian waves. Power can be transmitted without having to resort to any but the orthodox means.

Given improved street and road surfaces give opportunity for engineering developments which will appear gradually. There will be no sudden rejection of useful engineering practice. Progress will be made slowly. And this will suit both makers and users of motor wagons, for the latter could not accommodate themselves to quick changes in design while the temper of the former is ever to exhaust present means of production.

#### **Auto Truck Earns \$30 a Day.**

L. G. Goodrich, of Fresno, Cal., an auto truck owner, has worked up an unusual business among the fruit raisers of that section in the heavy hauling of crops and supplies. Recently he hauled 2,600 orange trees 18 miles to a new property, carrying two loads a day at \$30 a day. With his three-ton truck, he recently hauled 100 tons of raisins from the vineyard to a freight station 4½ miles distant, the job being accomplished in six days. During this period the truck consumed only 12 gallons of California distillate, which was used for fuel, and one-half gallon of cylinder oil.

Besides a general freight business, Mr. Goodrich turns his truck into a comfortable "rubber-neck" and transports picnic parties. He has driven the truck 7,580

miles and has never had a breakdown. The truck is still on its first set of tires.

#### **Motor Truck Line Competes With Railroad at Philadelphia.**

The Diamond-Keystone Supply & Transportation Company, with a capital of \$100,000, has been formed at Philadelphia, Pa., to operate a dozen or more motor trucks between Philadelphia and lower Delaware river, and transport fresh fruits and vegetables, eggs, poultry and butter in less than a day from the small farms of Kent and Sussex counties, to the Philadelphia city market. The idea is to deliver these fresh supplies early every morning to the green grocers and storekeepers direct. On the return trip of each of the five-ton trucks, freight and merchandise which the farmers do not produce themselves, will be carried south, thus lessening the cost of operations.

William H. Saunders, a mechanical engineer, is a leading spirit in the venture. Heretofore there has been little if any competition with the Pennsylvania railroad's one line of transportation and farmers have habitually complained of losing their profits in freight rates.

#### **"The Horse, Truck and Tractor."**

"The Horse, Truck and Tractor" is the title of a book issued from the press of F. G. Browne & Company, Chicago, Ill., which was written in collaboration by Herbert N. Casson, R. W. Hutchinson, Jr., and L. W. Ellis. As the title implies, the book is in three parts, the first of which, by Mr. Casson, is devoted to the horse. This article estimates the economic value of animals, shows that the value has been largely and the numbers considerably increased during a comparatively brief period. Mr. Hutchinson writes of the experience with and the possibilities for economy with the utilization of trucks. Mr. Ellis has intimate knowledge of the production and use of farming power machinery, and he deals with tractors. The work has the merit of dealing with the three modes of transportation in one volume, although the analysis of the horse vehicle situation is made for the purpose of comparison with truck and tractor costs.

#### **Newark (N. J.) Motor Truck Parade.**

A feature of the recent Newark motor truck parade was an exhibit which showed the progress in parcel delivery of the Adams Express Company, from 1840 to 1913. Beginning with a carpet bag, evolution carried this service through the push-cart and horse-drawn wagon stages to the power wagon.

#### **Most Ancient and Most Modern Transport.**

In a parade recently held at Los Angeles, Cal., two three-ton standard motor trucks, each of which carried



a camel, were the cause of considerable curiosity and comment. The object was to contrast the oldest and the most modern method of transportation. The trucks bore the placard: "The First and Last in Transportation."

### Freight by Motor Truck in Great Britain.

The advance of freight rates in Great Britain will have the effect of diverting a substantial amount of traffic from the common carriers to the highways, predicts a writer in the "London Times." In support of this unusual forecast he shows that the difference in cost of haul between the railroads and the high road by motor truck is so small that, if the handling be taken into account, there is now a balance in favor of the conveyance of goods by road instead of rail.

"In the North of England," the article says, "there are cases even in the neighborhood of well-managed railways in which considerable trade is being done between the collieries and wholesale distributing coal merchants by road, and more and more coal is being taken direct from the pit's mouth to the distributor and consumer without the agency of the railway truck."

"In addition to this coal trade, in the neighborhood of Manchester and Liverpool, and all over the center and south of Lancashire, elaborate arrangements have been in operation for some time past by which the cotton is taken up from the seacoast to the spinning mills and thence to other mills, where it goes through other processes, and eventually the manufactured goods are taken back either to the seacoast again for shipment or to a distributing center like Manchester."

"Other trades are now organizing road transports, and market gardeners, laundry men, and men of all the various trades which spring up on the outskirts of a great city are not only discarding their horses, but are now giving up the use of railways for the conveyance of their goods. Some of the larger firms in London, such as Herrold's, Selfridge's, the Army and Navy Stores, Maple's, and others now send out the majority of their goods within 100 miles distance of London by road; and every year sees a comparative diminution in the proportion of goods and parcels sent by railway. It is clear, therefore, that any higher charges made by the railway companies must stimulate this existing tendency. Makers of commercial vehicles report excellent business, and we hear that firms of producers and distributors are contemplating a large addition to their road motors."

"Motor transport by road starts with the initial advantage that, as a rule it reduces the number of handlings by at least one, and generally two. Take the case of coal from a colliery from the North of England raised within 30 miles of a factory, a common enough case. Here the motor wagon is placed beneath the coal chute at the pit head and filled in exactly the same way as a railway truck is filled. It thence takes the coal direct to the furnace where it is to be used, instead of

having to be collected by cart from the local railway station to which it has been brought by truck. Another instance is that of a parcel or consignment of goods sent from London to the village grocer or private consumer living within 100 miles of the metropolis. Here there is no necessity for the railway van to call to fetch the goods from the warehouse, no labor employed in its booking, its handling in and out of the train, and its delivery at the other end."

### Special Body for a City Truck.

A 1½-ton truck has recently been placed in the service of the meter division of the St. Louis Water Department. The overhead design is of special interest, in that the quick loading and unloading of half-ton meters can be handled by the driver alone. The weight of the chassis is 3,500 pounds, and it cost \$1,875. The body weighs 1,500 pounds and is 5x11 feet inside, and cost complete with trolley and chain block, \$290. The four-inch I-beam running the entire length of the body and extending 30 inches over the rear is supported by a light steel framework of 2½-inch T-bar. A half-ton trolley and chain block is mounted on this I-beam.

In replacing and installing large meters the truck backs against the curb and lifts the meter from the box in the sidewalk directly into the truck, or vice versa, by means of the trolley chain block arrangement. Before taking out a large meter the flanged joints are loosened by means of a meter puller especially designed for quick service in connection with the truck. The truck covers a route of 15 to 30 miles a day in transferring the men from one job to another. The data show that a crew of six men, divided into pairs, do the work of five single-horse wagons with 10 men.

### The Mute Agony of the Horse.

An Eastern writer on horses recently made the truthful statement that horses suffer in silence, for God has denied them the voice to exclaim when in pain. Dogs whine and yelp, and cats scream when suffering, but horses seldom utter a single cry. The writer says: "Under extraordinary circumstances they have, indeed, been known to overcome the impediment. The extremity of terror, as when they have been attacked by savage beasts or the sudden shock of agonizing pain, as when they have been horribly wounded on the battle-field, has sometimes extorted from them a piercing, dolorous, almost human scream, which nobody who has heard can easily forget. But most horses who has heard can easily forget. But most horses who die in pain expire in silence, or utter merely a moan. All observation shows that they almost invariably endure their agony in silence. The hunter who has been staked will rush on his course till he drops from loss of blood. The cart horses of our busy cities make no audible complaint under the lash of the whip, the strain of an overload, or the stupid jerking of the reins by ignorant drivers. It cannot

be that they lack the will, but they have been denied the power."

This should teach all men to use horses with great tenderness and consideration. The man who is gentle with horses has a good heart. We once knew an old business man who discharged a clerk who had been apparently faithful for many years, because the clerk was convicted of cruelty to a horse. Later the books showed that the clerk had been guilty of embezzlement, and within a year his wife got a divorce because her husband had choked her.

### **"Which Is Cheaper Standing Still: The Horse or the Truck?"**

Much has been written about the theory that a motor truck must be kept moving to prove its super efficiency over a horse. A new argument is brought out on this point by a New York truck salesman, who says:

"On reflection it must be obvious that the value of animal power is more dependent upon motion than is mechanical power. A horse in his stable or the truck in its garage is worse than useless, because neither makes any return on the investment, but the idle truck is much less expensive than the idle horse. Suppose a delivery equipment, consisting of two horses and wagons and one 1,500-pound truck, were obliged to remain idle for a period of six months. Interest on the investment on two single outfits costing \$1,120 at 6 per cent per annum would amount in the six months to \$33.60, and a \$1,650 truck to \$49.50. Depreciation of the horses at 10 per cent adds \$25, and feeding and grooming them at \$2 a day brings the expense for maintaining Messrs. Dobbin for six months up to \$423.60, as against \$49.50 for the truck.

"So when you hear the assertion made that a truck's efficiency depends upon keeping it moving do not jump to the conclusion that it is more expensive standing still than a horse, because it is not. It is less expensive, and it is from five to eight times more efficient than the horse when moving."

### **Carrying Nitro-Glycerine by Truck.**

For hauling nitro-glycerine in Oklahoma, where they "shoot" the oil wells in about the same way that a subway contractor blasts his way through a wall or rock, a truck with a special body has been built for a company of Bartlesville. Powerful explosives are not often carried on motor trucks, and their use by the Oklahoma firm in delivering nitro-glycerine on the bad roads of the mid-continent oil fields is fraught with interesting possibilities, particularly in view of the fact that the customary outfit of light spring wagon, mule and driver periodically go aviating in atoms and are never seen again.

To guard against these disasters a rather novel body has been designed for the pneumatic-tired truck. Across

the frame there are placed several cross sills of pine. These sills are spanned with a layer of asbestos to prevent heat from reaching the load. Above the asbestos there is a solid pine floor covered with a thick rubber mat to reduce jolts. Over the mat there is a copper pan covering the entire loading space and having high sides to guard against the fluid reaching the chassis in case of a leak in one of the cans. Dividing the entire loading space are 30 cells into which cans of nitro-glycerine are placed.

The cells have a wood cover to prevent anything being dropped upon them. When a can has been lowered by reel into the pipes of the oil wells a rock is dropped down the pipe and the ensuing explosion breaks up the subsurface rock and earth, quickening the flow of oil. The truck is now in service, piloted by a driver who is cheerfully indifferent.

### **Postoffice Auto Truck Contract.**

One of the largest single sales of motor trucks on record was announced by a Detroit concern recently. Eighty trucks of one make, of three-ton capacity, have been sold for approximately \$225,000 to carry the United States mails in New York City. Delivery under the contract will be on August 1. The trucks will be equipped with bodies of the standard United States mail type. They will have a capacity of 4,500 tons of mail a day, or some 1,500,000 tons a year. The trucks have been purchased by the Postal Transfer Service Company, which has the Government contract for carrying mail in New York.

### **Chicago Anti-Smoke Ordinance.**

The anti-smoke ordinance in Chicago has been suspended until July 1 to give motorists time to suggest amendments to the law. The city prosecutor has suggested that a time limit of three, four or five minutes shall be fixed in which to start a car before enforcing the ordinance.

### **More Trucks for Department Store.**

The sale was announced last month of sixteen additional automobile delivering trucks by one firm to the department store of Gimbel Bros., New York. This sale follows closely upon the announcement of other large sales to New York stores, notably the delivery of fifteen trucks to Stern Brothers.

The fleet purchased by Gimbel Brothers, in conjunction with twenty-six trucks that have been in the service of the company for a year and a half, gives the store probably the largest fleet of standardized gasoline delivery trucks in New York City.

This increased installation is important from the standpoint of delivery efficiency, inasmuch as all the forty-two trucks are exactly alike, enabling the firm to take the utmost advantage of uniform design, as well



# The Biggest Motor Truck Order Ever Placed

## 80 Alcos for the U. S. Mail—A \$225,000 Sale

**T**HE Postal Transfer Service, Inc. has just placed the largest order for motor trucks on record—an order for 80 Alco trucks to haul U. S. mail—a sale approximating \$225,000.

This marks the greatest tribute ever paid to any motor truck. For the contract was awarded to the Alco over leading makes of motor trucks, gasoline and electric, after exacting tests by Government inspectors.

Consider for a moment these facts:

These 80 Alco trucks in a year will be required to cover 1,000,000 miles; to haul 1,550,000 tons—157,680,000 cubic feet—of United States postal matter. End against end, this fleet of 80 Alco trucks extends 1310 feet—a quarter of a mile.

Great are the proportions of these figures. But more important is the nature of the service. It is day in and day out, running on railroad schedule, making trains, operating nights as well as days—24 hours a day at times—over all sorts of roads, in the sizz-

ling heat of summer, in the winter blizzards—and *always the necessity of clocklike regularity.*

None but a superior truck could qualify for tasks such as these.

The Alco truck is no experiment in this type of service—it has been proven in the service of express companies. The American Express Company has 36, the Long Island Express 20 and so on.

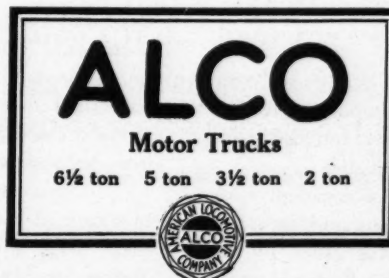
And no type of duty is more severe than express service.

Further, it is only natural that the verdict should fall to a product of the American Locomotive Company. 51,000 of its locomotives have hauled you, your families, the things you eat and things you wear—safely and on time; in high altitudes; in low altitudes; and in many latitudes.

This is going to be a hot summer.

It will cause many millions of dollars loss in horse flesh. Better anticipate by looking into Alco trucks for your business.

Catalog will be sent on request.



**AMERICAN LOCOMOTIVE COMPANY, - 1886 Broadway, NEW YORK**

Builders of Alco Motor Trucks, Alco Motor Cars and Alco Taxicabs

Movers of the World's Goods since 1835

Capital, \$50,000,000

as the accompanying simplicity of operation, garaging and maintenance. The company's own men handle all adjustments and simple repairs.

### **Motor Car Business Increased, Saddlery Trade Declines.**

A letter was published by the United States Department of Commerce last week from U. S. Consul Albert Halstead, at Birmingham, Eng., telling of the curious coincident by which motor truck manufacture in that city has grown while the saddlery trade has steadily declined, during the past two years.

"One of the most interesting features of the motor vehicle industry," says Consul Halstead, "has been the increased production of commercial vehicles. During the year two American concerns pushed vigorously and successfully the sale of a low-priced delivery wagon, and in one case the number sold has been something enormous. British manufacturers have continued to improve their commercial vehicles, and it is reported that about 40 new British makes were put on the market in 1912. The future of the industry seems assured, and with proper attention to the requirements of the market, including a careful study of British preferences, there should be a considerable market for heavy American commercial cars.

"In no branch has the development of the motor vehicle industry been greater than in that of motor cycles, every important factory being busy throughout the year. Manufacturers of side car attachments have improved and strengthened their designs so there is less jerking, and the motor cycle with its side car has become a most comfortable vehicle. Exports in 1912 numbered 13,024, almost 400 per cent more than in 1910; the value of exports was \$2,563,390.

"A number of makes of cycle cars have sold in considerable quantities, but they have not as yet made their market certain. There is some criticism of them, but the type is only in its infancy. American makers, with their standardization and factory capacity, should be able to put their cars on the market here at a price 10 per cent lower than the present prices."

#### **The Saddlery Trade.**

As the manufacture of automobiles has grown, the saddlery and harness business has correspondingly suffered. The year 1911 was unsatisfactory, but last year, Mr. Halstead fears, was even worse than that.

"This trade," he says, "has been in a decadent state since the development of the automobile industry. It suffered also from the unnatural impetus given by demands for harness and saddlery for the South African war, when every manufacturer was overworked. In 1911 there was an increased demand for such products, which led some manufacturers to hope that there was revived interest in horse carriages, but the experiences of 1912 seem to show that the 1911 demand was simply

sporadic. There was comparatively little government business, which was disappointing, while the high price of hides and all leather was a serious impediment to the business. Nevertheless, exports were in comparatively large quantities, judged by figures for recent years. Despite the comparatively unfavorable conditions, the total exports of saddlery and harness were valued at \$2,550,323, a decrease of but \$11,208 compared with the previous year, and an increase of almost \$194,000 compared with 1910. Exports to European countries showed an increase of almost \$87,000, partially due, it is supposed, to the requirements for the war purposes, but the United States demand fell from \$271,317 in 1911 to \$117,618 in 1912.

"The manufacture of fancy leather goods becomes year by year of greater importance to the United Kingdom, but especially to Walsall and Birmingham. The year 1912 was one of continued activity and the output was larger than before. The class of goods manufactured in Walsall and Birmingham is on the average of a very high character, and in this trade, there were difficulties in securing adequate supplies of labor. The difficulties, however, are not in any sense so great as they were five or six years ago, when, although there were harness and saddlery makers walking the streets for want of employment, manufacturers were in distress for want of sewers of fancy leather goods. This was necessary because in the first trade heavy sewing was necessary, and in the second the lighter and more delicate work, and also because union workmen engaged in making fancy leather goods were unwilling to permit the harness and saddlery makers to join the same trade. That difficulty has adjusted itself, however, so that in the last increased demand for saddlery and harness manufacturers had trouble in finding sufficient labor."

### **Why Drivers Like Trucks.**

Motor truck manufacturers and owners are showing great interest in the attitude of organized labor, as represented by the International Brotherhood of Teamsters and Chauffeurs, toward modern vehicles of transportation. The speech of Arthur Williams, President of the brotherhood, at a recent meeting in New York, contained one paragraph outlining what he declared to be the stand of organized teamsters in regard to the introduction of the commercial power vehicle. He said:

"In our particular trade or calling employers are breaking in their drivers and employes and transferring them from horse-drawn vehicles to the motor vehicle. Ninety per cent. of the chauffeurs in every city and town who are members of our organization were formerly teamsters or drivers. They have been transferred from the wagon to the automobile. They are doing the same work they were formerly doing. We are thoroughly satisfied with the change, and our



# ATTENTION!!!

## MR. TEAM OWNER, do you want to SAVE MONEY?

I do not think there is one Team owner out of a hundred that would not answer this question with, YES!! If so then why not use a feed that will save **TIME—LABOR—EXPENSE.**

### EXCELLO HORSE AND MULE FEED

is being used by the most extensive and most experienced team owners in the United States and it is giving them perfect satisfaction. After they gave EXCELLO a trial, they were thoroughly convinced that it was saving them money, and their Horses looked much better and stood the work much better than when they were fed on OATS (The old fashion way).

Don't be a fossil,  
Change with the times,  
Feed your horses EXCELLO  
And pile up your dimes.

**SATISFACTORY RESULTS ARE GAINED BY FEEDING  
EXCELLO**

Manufactured by the

**EXCELLO FEED MILLING COMPANY**

22nd and Garfield Ave.

St. Joseph, Mo.

**TEAM OWNERS AND WAREHOUSEMEN SHOULD FOLLOW THE TRANSPORT  
TRADE IN GREAT BRITAIN BY SUBSCRIBING TO THE**

## **"World's Carriers and Carrying Trades' Review"**

The Official Organ of the Important Associations connected with this trade.

It deals with matters affecting Team Owners, Furniture Warehousemen and Removers, Railway and Forwarding Agents, and Vehicle Owners generally.

**SUBSCRIPTION \$1.50 A YEAR. WRITE FOR SPECIMEN COPY**

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**The  
COMMERCIAL VEHICLE**

**Published Monthly.**

**231-241 West 39th St. New York.**

Team owners and livery men throughout the country are seeking exact information about motor driven vehicles. This can be found in the pages of "The Commercial Vehicle" which are devoted exclusively to commercial motor vehicles. The subscription price is Two Dollars a year. A sample copy will be mailed to any address on receipt of request.

**PLEASE MENTION THE TEAM OWNERS REVIEW, WHEN WRITING TO ADVERTISERS.**

work in nearly every instance is becoming easier. For instance, on Sunday morning, we have no stable work to do. We can stay with our families; there are no horses to be taken care of. This applies, also, to inclement weather and to the very warm weather. The driver does not have to worry when going uphill about the strain on his horses, if he is driving a motor truck."

### New Dumping Body for Trucks.

A new power-operated dumping body for motor trucks has been introduced by one of the big manufacturers. The lifting mechanism receives its power through a jaw clutch attached to the countershaft, which is extended through the gear box. The power is then transmitted through a worm gear and two sets of spur gears to a cross shaft at right angles to the frame. On each end of this shaft is a bell crank, which is connected to a straight connection rod attached to the body. A lever on the side of the driver's seat gives control. The dump mechanism may be operated when the truck is in motion or standing still, and when the body descends the mechanism locks. The body can be raised to an angle of 65 degrees in fifteen seconds, it is said.

### Horseshoes by "Centrifugal Casting."

Reasoning from the dental practice of taking impressions of cavities and then casting by the aid of centrifugal action fillings to fit the cavity, the writer in a scientific publication remarks that he has heard it suggested recently that some one might invent a means of producing well fitting and suitable horseshoes by taking impressions of the prepared hoof and then casting in a centrifugally operating apparatus a shoe to fit the hoof.

### Interesting Testimonials.

Here are three interesting testimonials recently received by the Dr. B. J. Kendall Company, of Enosburg Falls, Vt., on the efficacy of their spavin cure:

PATERSON, N. J., R. F. D. No. 1.

Dr. B. J. Kendall Co., Enosburg Falls, Vt.:

Gentlemen:—Both my father and myself have always found your book as well as remedies of great value in keeping horses in condition. Thanking you for the benefit derived from their use, I am

Yours truly,  
GEO. E. WELLER.

PALMER, MASS., R. F. D. No. 2, Box 82.

Dr. B. J. Kendall Co., Enosburg Falls, Vt.:

Gentlemen:—Enclosed find \$1.00. Please send me two packages of Prof. Flint's Condition Powders for horses. I have used Kendall's Spavin Cure for 20 years at different times and find it as recommended.

Yours truly,  
WILLIS E. SHAW.

BRISTOL CENTER, N. Y., R. No. 1.

Dr. B. J. Kendall Co., Enosburg Falls, Vt.:

Please send me a copy of your TREATISE ON THE HORSE. I have been using your Spavin Cure for Bog Spavin, and would not be without it now.

Yours truly,  
FRANK W. ROWLEY.

## FOR SALE

A good paying teaming and trucking business. I will sell the business as a whole or as a part, from three teams up to 20. The stock and rigs are all in good condition. Buyer who has from \$3,000 upwards, can secure a good established business. Address C. F. Becker, 1432 West Forty-eighth street, Cleveland, O.

## 2 MEN

delivered 17 upright pianos in one day with this truck—two of them upstairs to second floors.

**Rolls or Slides** whichever way is easiest to handle the job.

**Upstairs** or downstairs is a simple matter with this truck. No skids or boards are required.

**The Eccentric** makes the difference. It works with one finger.

It Protects the Piano. Can be run over hardwood floors, as the smooth ground wheels are made for that purpose.

WRITE FOR FREE ILLUSTRATED FOLDER.

W. T. Sleight Mfg. Co.

303 Wulsin Building,  
Indianapolis, - - - - - Ind.

## Lemons Not Wanted

W. L. McCullough Co.

Ypsilanti, Mich.

St. Louis, Mo., Jan. 16, '13.

Enclosed find check for your Bell Oat and Corn Crusher. Owing to the scarcity of electricians at the time of receiving the crusher, I was unable to get machine going earlier. I will say your crusher is a wonder, I am well pleased with it and delighted. I certainly will try to do all I can to get every owner of horses and mules interested in your machine. I think a man with a lot of horses and mules should not be without one. The trouble is, down here, there has been a lot of machines on the market, but they were all LEMONS, so I think I can convince some of them with this machine, after they see what it does. With best wishes and success.

OTTO E. MEITZ.

## VACUUM HORSE GROOMING AND MASSAGE MACHINE

**Cleanliness & Massage**  
Are as good for a horse as for a man. This machine improves the health of the horse as well as enabling one man to do the work of several, reducing expense, and benefiting the horses. Sanitary, because it removes not only impurities, but germs. Profitable, because it saves you money. Send for particulars.

TABER PUMP COMPANY  
BUFFALO, N. Y.

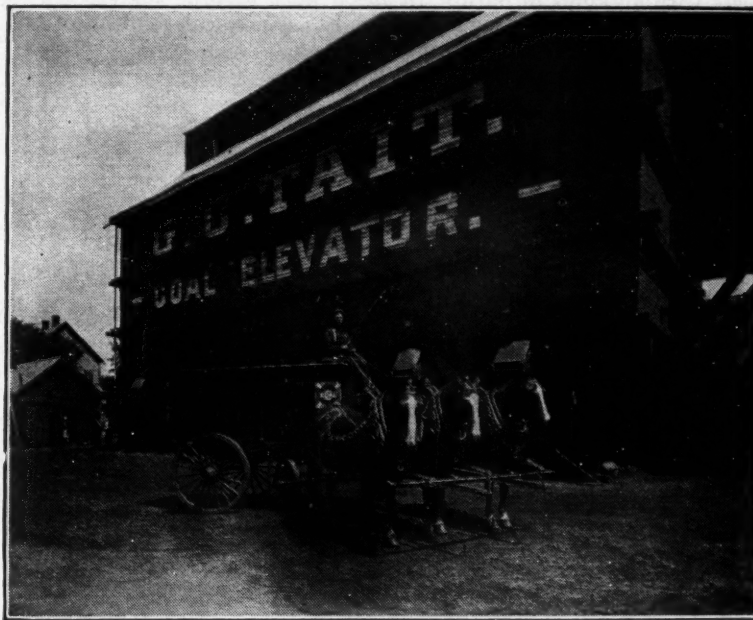


# Molassine Meal

MADE IN ENGLAND

This team won **FIRST PRIZE** in the Springfield,  
Mass., Work Horse Parade

**THESE HORSES ARE FED ON MOLASSINE MEAL**



Read what their owner says.

Springfield, Mass., May 9, 1913.

W. N. POTTER & SONS:—

Gentlemen: The results that we have obtained since feeding Molassine Meal have convinced me that it is a valuable addition to the corn and oat ration. It aids digestion of the grain fed and keeps the stomach and bowels in a condition conducive to health.

We are pleased to recommend it to all horse owners.

TAIT COAL COMPANY,  
(Signed) W. G. TAIT, President.

## Molassine Meal

MADE IN ENGLAND

is particularly a  
**HOT WEATHER FEED**

*It absolutely eradicates worms, keeps the digestive tract clear and healthy, and thus prevents colic and indigestion.*

*It is FED WITH YOUR REGULAR RATION, and when so done, will give your horses strength to do better work and more of it every day—it makes the coat sleek and glossy.*

**MOLASSINE COMPANY OF AMERICA**

324 BOARD OF TRADE

BOSTON, MASS.

## Will Universal Motor Trucks Make Money?

Absolutely. There is no question but that a high grade motor truck will increase your efficiency, and enable you to render better service than you have been able to heretofore.

For long hauls especially, Universal 2-ton and 3-ton trucks are great money savers and great money makers.

They can be loaded and unloaded quickly.

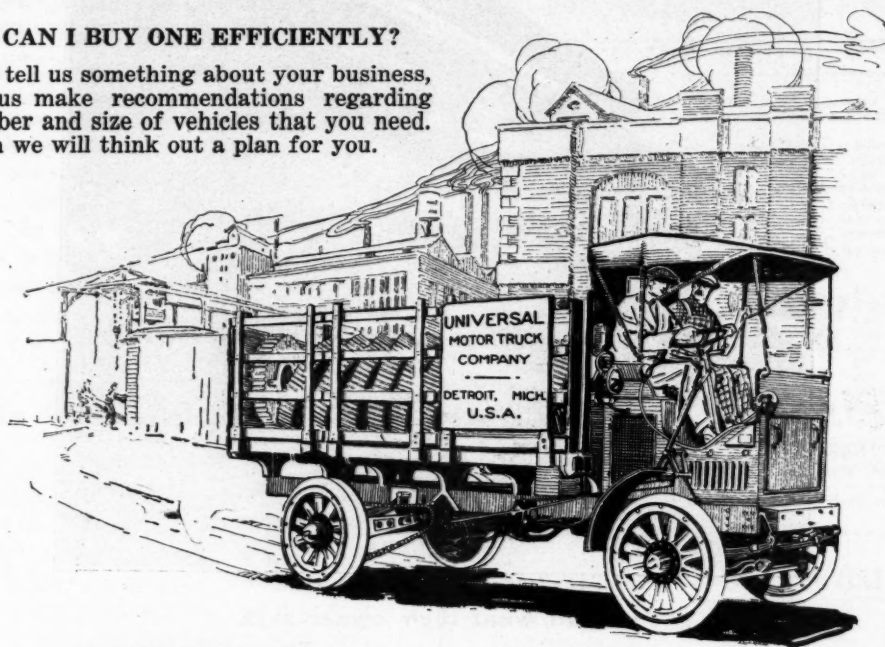
Have plenty of speed and power, and are thoroughly reliable.

Accurate tests with all kinds of outfits, followed by a careful analysis of results, have proved that motor trucks furnish the logical and most economical solution of the truck problem.

### HOW CAN I BUY ONE EFFICIENTLY?

First tell us something about your business, and let us make recommendations regarding the number and size of vehicles that you need.

Then we will think out a plan for you.



# Universal Motor Trucks

### HOW MANY TYPES DO YOU BUILD?

We build three chassis—1-ton worm drive truck which sells for \$1,950. A 2-ton chassis, \$2,800, and a 3-ton chassis, \$3,800.

All of these trucks are fully guaranteed against defective parts and workmanship.

Every part is of a selected quality, built in our own factories in Detroit, Mich.—the largest factories in the country, devoted exclusively to the manufacture of gasoline commercial vehicles.

Tell us something about your business and let us send you our suggestions and catalogue.

**UNIVERSAL MOTOR TRUCK COMPANY**  
**DETROIT, MICHIGAN, U. S. A.**

Factories: Key No. 505 Theodore Street

FRED K. PARKE, Gen. Mgr.





*Look for the Check Mark on the Head—Our Trade Mark.*

## **Horse Nails—"The Capewell"**

All Horse Owners ought to take interest in their shoeing—especially in the nail used. Lasting, safe, economical shoeing depends upon the nail.

There should be protest against nails which drive poorly and break under unusual strain. They're likely to cripple a valuable animal, waste the time of your horses and drivers, and prove most expensive.

"Capewell" nails — say the experts -- are strongest and safest. Best in the world at a fair price — not the cheapest regardless of quality. They cost but a small fraction of a cent more per horse shod, so any shoer can afford them.

Look for "The Capewell" nail at your shop. Have them used on your horses. You will know this nail by the check mark on the head.

Made by

**The Capewell Horse Nail Company**

Hartford, Conn., U. S. A.

*Largest Makers of Horse Nails in the World.*

*To Get the Maximum Service from Horse Shoeing—have "Capewell" nails used.*



## **"Let's Give You a Lift"**

Why handle your Pianos in the old, clumsy, cumbersome way, when

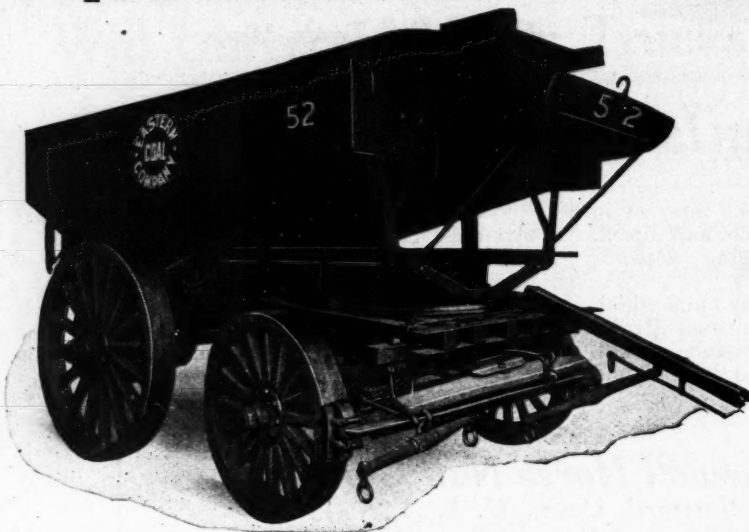
## **BREEN'S DERRICK**

**Will do it Better, Quicker, Cheaper**

It is a device that is known to team owners all over the country, and all the wise ones use it. Write for our catalogue and let us tell you about it.

**WILLIAM H. BREEN 231 Rutherford Avenue, Boston, Mass.**

# Help the Horse and the Horse Will Help You



"ALWAYS ON THE JOB"

## The Wagon, The Brake and, The Owner's Opinion.

ALL SALES SUBJECT TO STRIKES,  
ACCIDENTS, FIRES AND OTHER  
CAUSES BEYOND OUR CONTROL.



35 Weybosset Street  
PROVIDENCE, R.I.

QUOTATIONS ARE SUBJECT TO  
ACCEPTANCE OF ORDERS  
TERMS: CASH IN 30 DAYS FROM  
DELIVERY

Automatic Wagon Brake Co.,  
82 Reade St  
New York City.

May 3rd, 1912

Gentlemen:

We have tested the automatic wagon brake on our wagon #52 weighing 4850 pounds and carrying 7500 pounds of coal on a steep and dangerous grade averaging 14% and found that it held the load in a perfectly satisfactory manner.

Yours very truly,

EASTERN COAL COMPANY.

*A. C. Phenix*  
Superintendent

The Lawrence Automatic Brakes are built (not manufactured) for every type and weight of vehicle by experienced designers who have grown up in the business of making and using wagons and who know how to make the most of a horse.

## Automatic Wagon Brake Company

DESIGNERS AND BUILDERS

Factories at Bush Terminal, So. Brooklyn.

MERCHANT ENGINEERS CORPORATION

EXCLUSIVE SALES AGENTS DISTRIBUTORS

30 Church St., New York City

Send for New Catalog

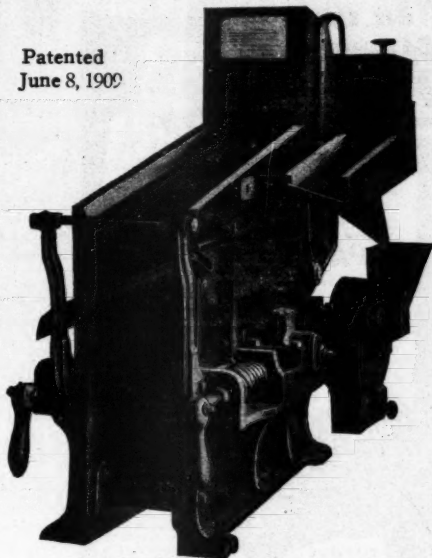
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## You Lose 5cts. On Every Bushel of Oats You Feed

**WHY?**

Patented  
June 8, 1909



Because 15 per cent of whole oats pass through a horse undigested. If the oats are crushed you can feed 15 per cent less. Moral: Buy a Gibson Oat Crusher.

**You Can Borrow Money for 6%**  
and invest it in a

### GIBSON OAT CRUSHER

with or without corn cracker attachment, and still save 9 per cent. If you own 20 horses the machine will pay for itself in nine months. The more you feed, the more the machine saves you.

**YOU STILL DOUBT?** "Ask the man who owns one."

We will ship you our Oat Crusher, on trial complete with cleaner (no other cleaner necessary) with an absolute guarantee to save you 15 per cent on your feed bill and put your horses in better condition in every way. It's all in the way they are built—last a lifetime—cost nothing for upkeep. Built for belt drive or direct connected motor. **Try One.** Costs you nothing should we fail to "deliver the goods."

**GIBSON OAT CRUSHER COMPANY**

PATENTEES AND SOLE MANUFACTURERS

1530-1532 McCormick Bldg., CHICAGO, ILL.

1504

## Gibson Vacuum Horse Groomer

*A Product of Years of Experience in Pneumatics*

**"FOOL PROOF"**

**Good for a Lifetime**

**Perfectly Simple**

**Simply Perfect**

With a Gibson Vacuum Groomer you can with one man, do the work of several and do it thoroughly. In fact there is no comparison between the old style methods and the Gibson Vacuum Groomer. All dirt, dust, germs, etc., are removed from both the animal and from the stable, making the operation of grooming as cleanly as it has heretofore been dirty and disagreeable.

The Horses like it. Any one can operate them. Built to run with same motor that runs your Oat Crusher. No water used in our apparatus, separator is a dry separator. Blower is practically noiseless. Keeps cool under most exacting and continuous duty, requires no adjustment to keep it up to full efficiency.

**Prices are Right too. Ask us—built in all sizes**

**Gibson Oat Crusher Company**

Patentees and Sole Manufacturers

1532 McCormick Building

Chicago, Illinois

*"Conditioners of both the inside and outside of horses"*

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### Horse Breeding Becoming More Profitable.

Horse breeding in the United States is a profitable industry, the experts of the government Department of Agriculture at Washington have discovered, and they set forth their discovery in a preliminary statement issued recently. The Department bases its conclusions on reports of 10,000 breeders in all corners of the country, and as a result declare that there is a profit of approximately 40 per cent in a three-year-old colt over and above the cost of its raising.

The experts announce that the net cost of producing and raising a colt to the age of three years averages \$96.54, while the selling price of the animal averages \$136.17.

The principal cost of rearing a foal to maturity is chargeable to feeding, 54 per cent of the outlay going to keep in hay, grain, pasturage and other feeds and 16 per cent to care and shelter. The remainder is necessary to meet the cost of breaking to halter, veterinary services and miscellaneous items.

The department found that the cost of three-year-olds was greatest in Rhode Island, where they brought on the average \$156.60 apiece. In Mexico a good animal of that age could be bought for \$69.50, and Wyoming and Texas, in the order named were the next most reasonable markets.

### A TREATISE on the Horse— FREE!

We offer free this book that tells you about many of the diseases afflicting horses and how to treat them. Call for it at your local druggist's or write us.

#### KENDALL'S SPAVIN CURE

Is a safe and reliable remedy. It will cure Ringbone, Splint and other bony enlargements. It is also a reliable remedy for Curbs, Sprains, Bruises, Cuts and Lameness. It does the work safely at small expense. Read what W. T. Sadler, Atlanta, Ga., care of Allen's pharmacy, writes: "Your Treatise on the horse received and contains many good formulas for treating stock. I have sold many bottles of your Spavin Cure and have never had a complaint from a customer."

And Mr. Wm. Booth, of Gravette, Ark., writes:

"Your book is worth \$5.00 if only used as an aid in locating lameness. Shoulder lameness is the most difficult for an inexperienced man to locate. It is easy, however, with the help of your book."

Kendall's Spavin Cure is sold at the uniform price of \$1.00 a bottle, or 6 bottles for \$5.00. If you cannot get it or our free book at your local druggist, write us.

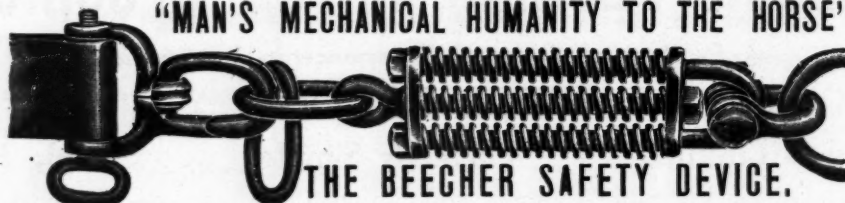
**KENDALL'S  
IS HORSE &  
INSURANCE**  
**DR. E. J. KENDALL COMPANY**  
Keeseburg Falls, Vermont, U. S. A.

## Beecher Draft Spring Co.,

New Haven, Conn.

Write for Catalogue.

"MAN'S MECHANICAL HUMANITY TO THE HORSE"



THE BEECHER SAFETY DEVICE.

CONVENIENT, DURABLE,  
PRACTICAL.

Manufacturers of Open Link, Rope Traces, and Lap Loop

## St. Louis Transfer Company, ST. LOUIS, MISSOURI,

Agents For All Railroads Terminating at East St. Louis and St. Louis.

GENERAL RECEIVERS AND FORWARDERS.

RECONSIGNMENT AND DISTRIBUTING AGENTS.

EXTENSIVE STORAGE WAREHOUSES.

BAGGAGE CHECKED FROM RESIDENCES AND HOTELS.

BAGGAGE AGENTS ON ALL INCOMING TRAINS.

General Offices: 400 SOUTH BROADWAY.

Baggage Office: 220 NORTH EIGHTH Street.

G. J. TANSEY, PRESIDENT AND GENERAL MANAGER.

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MOVING AND STORING COAL.Storage House, Lock 1 W. Exchange St.  
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**Security  
Storage and Warehouse Co.**Natural Distributing Point for Eastern  
New York and New England.Storage, Forwarding, Re-Shipping.  
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**Morrow Transfer & Storage Co.,  
STORAGE AND HAULING.**Members of A. W. A. and N. Y. F. W. A.  
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Trucking, Forwarding and Rigging.

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Transferring Car Loads a Specialty.

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Everything in the Line of Moving,

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Consignments of freight in car lots for distri-  
bution at Cincinnati, solicited.

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Unsurpassed Facilities for Handling Pool Cars

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Boston Office, 1004 Old South Building.

CHICAGO, ILL.

**Bekins Household Shipping Co.**

Reduced Rates on

Household Goods, Automobiles and  
Machinery.General Office, 38 So. Dearborn St. Chicago.  
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South Building; Buffalo, 357 Ellicott Square;  
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WAREHOUSE and STORAGE

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Distribution of Car Lots a Specialty.

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GENERAL TRUCKING

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& Storage Company**General Storage, Carting, Packing & Shipping.  
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Superior Facilities for Hauling and  
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Forwarders and Distributors—Trucking of all  
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Warehouse Siding, switching to all lines

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 Receivers and Forwarders of Merchandise.  
 Furniture Stored, Packed and Moved.  
 Hauling of Safes, Machinery and Freight a  
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 South Division and Cherry Streets.

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Special Facilities for Moving Machinery, Safes,  
 Furniture, Planos, etc. **STORAGE WARE-**  
**HOUSES** with separate apartments for House-  
 hold Goods, and Railroad Siding for Carload  
 Shipments.

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 Receivers and Forwarders of Freight.  
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 Freight Transfer and Storage Warehouse.  
 HANDLING "POOL" CARS A SPECIALTY.  
 Trackage Facilities.

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**The Sheldon Transfer Company**  
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 Heavy Teaming General Forwarders

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**WAREHOUSE COMPANY**  
 STORAGE & DISTRIBUTING  
 Fireproof Warehouses. Separate Locked Rooms

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 Fifth and Washington Sts.  
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 LIGHT AND HEAVY TRUCKING  
 OF ALL KINDS  
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**R. H. Morgan & Company, Ltd.,**  
 CUSTOM HOUSE BUILDING,  
 Send Your European Shipments in  
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 WE MOVE EVERYTHING.  
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 Unsurpassed facilities for Storing, Handling,  
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 Cartage Contractors  
 Established 1857  
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 Unexcelled facilities for the teaming of car  
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 DRAYMAN.  
 Hauling of all Kinds Promptly Attended to.  
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 Moving, Packing and Storing | GENERAL  
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 Special attention to Carload Consignment.  
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 Special Attention Given to Pool Cars.

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Movers of Pianos and Household  
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**DRAYMAN AND RIGGER**Largest and Most Complete Warehouse in  
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Storing, Transferring and Forwarding.

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**St. Louis Transfer Company**

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Agents for All Railroads Terminating at  
East St. Louis and St. Louis.

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**Columbia Transfer Company**Special attention given to the  
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**Fidelity Storage & Transfer  
Company,**

RECEIVERS AND FORWARDERS.

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**Depenthal Truck & Storage Co.,**Moving, Storing, Shipping,  
General Hauling.Office: 106 Summit St.; 209, 211, 213 Williams  
St. Warehouse: 247-253 Morris St.

TORONTO, CANADA.

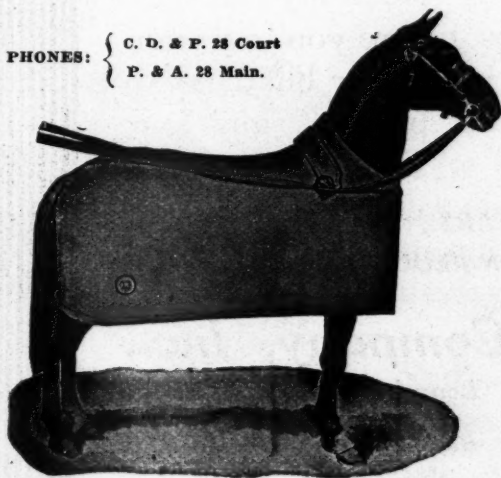
**Lester Storage & Cartage Co.,**

365-369 Spadina Avenue.

YOUNGSTOWN, O.

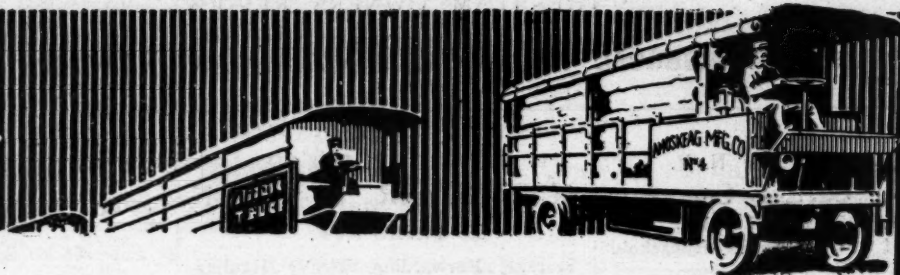
**H. L. YERIAN**GENERAL CARTAGE AND STORAGE.  
FORWARDERS, DISTRIBUTORS, BAGGAGE  
DELIVERY.

27 North Champion Street.

ARE YOU  
REPRESENTEDIN  
THIS DIRECTORY?PHONES: { C. D. & P. 28 Court  
P. & A. 28 Main.We are  
The Original and Only  
Manufacturers of the  
famous**STAG BRAND WATERPROOF****HORSE  
- - - AND - - -  
WAGON  
COVERS.**FOR SALE BY ALL LEADING SADDLERS  
THROUGHOUT THE UNITED STATES.**Pittsburgh Waterproof Co.**

435 Liberty Street, PITTSBURGH, PA.

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## ***G. V. Electric Trucks.***

Over 3000 G. V. Electric Trucks and Wagons are now in daily service, many of them from six to eleven years old.

The General Vehicle Company, Inc., has been the pioneer of the world in developing and standardizing Electric commercial vehicles. Its growth has been slow and sure. Production facilities will be tripled this year, because the G. V. reputation for building a high grade product and selling it as road transportation machinery should be sold, has made this expansion necessary.

Before you motorize—yes, before you buy even your first truck—you owe it to your business to thoroughly investigate our product and our standing.

**SIX CAPACITIES: 750 LBS., TO 5 TONS.**

**CATALOGUE 79 ON REQUEST**

### ***General Vehicle Company, Inc.,***

**General Office & Factory,**

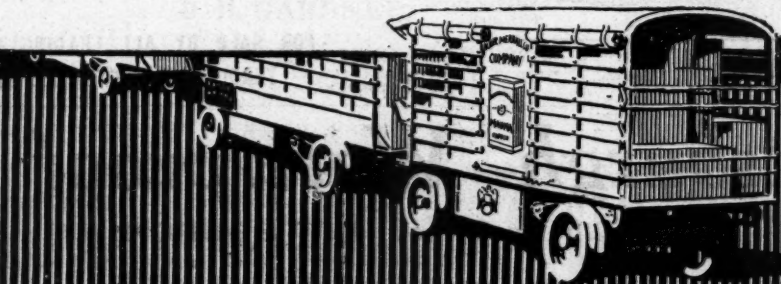
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**New York**

**Chicago**

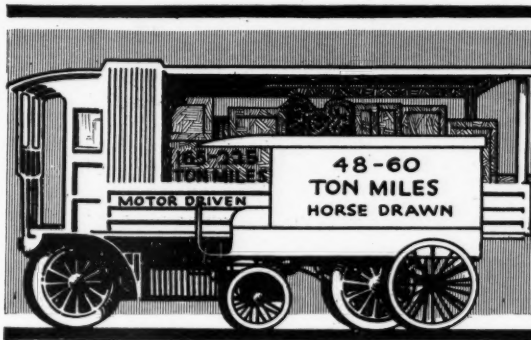
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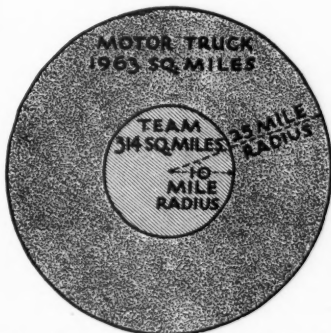
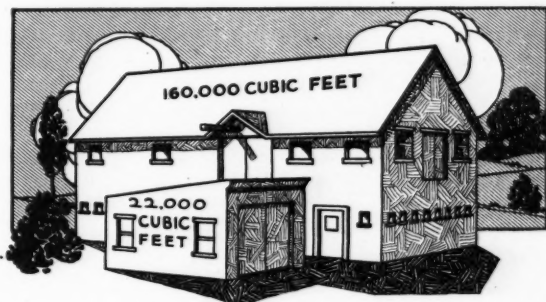
# The Pictures Tell the Story



Ton-mile daily work capacity of two-horse team and 3 to 5 ton motor truck compared.

THESE diagrams—prepared by the “Scientific American” — prove beyond the shadow of a doubt that the horse cannot measure up to the demands of modern business efficiency.

Comparative size of stable for 100 teams, 50 wagons, feed and harness and of garage for 15 motor trucks to do an equivalent amount of work.



Comparative areas served daily by motor trucks and horse-drawn wagons.

## The Electric is the Logical Vehicle to Use for City Haulage.

The Canadian Express Company has recently put a fleet of Electric Trucks in operation in Montreal and Toronto. Investigation proved to them—just as it has to the leading concerns in the United States — that the Electric Truck is a money-saver, a time-saver and a trouble-saver. The Electric Truck demands your attention.

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Public interest and private advantage both favor the Electric  
**ELECTRIC VEHICLE ASSOCIATION OF AMERICA**



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# Modern Smooth, Slippery City Streets

triumph over the horse shod in the ordinary way. He has to be helped to keep his feet. The best help you can give him is



## CAT-FOOTS

30 Years Old in Europe  
Great Success in America in 1913



Half worn, showing rope filled with concrete surface of sand and pebbles.

As worn with twisted tar-soaked rope, wearing down no faster than iron frame.

With rope removed for heating where shoe must be fitted.

Bar Cat-Foots have no equal for Frog Pressure and Tender Feet.



Cat-Foots Nail with Extended Head same price as other first-class nails.

Cat-Foots have a center of tar filled rope. This rope picks up sand and stones and gives the horse a sure foothold as no other shoes can or will.

The illustrations show the idea. Nothing else like Cat-Foots. They are in a separate and distinct class from rubber and combination shoes, which wear smooth, deteriorate, cramp the feet and interfere with free circulation of air.

Cat-Foots are indorsed by leading Veterinarians. In use by many of the largest trucking companies. Used for more than thirty years in leading European cities, where they have practically driven all other kinds of non-slipping shoes off the market.

Be horse-sensible and use Cat-Foots. Put on by leading horse-shoers.

Bar Cat-Foots: We are prepared to supply these in all sizes. In affording frog pressure and relieving horses that have sore, tender and defective feet, Bar-Cat-Foots have no equal.

### CAUTION

Don't heat Cat-Foots above a DARK RED or they will burn. If Burnt they become soft and also are likely to crack. DON'T CHILL IN WATER AFTER HEATING. Watch your heat and you won't have trouble.

Won't Go  
Stale on  
Your Hands  
Like Rubber  
Shoes

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